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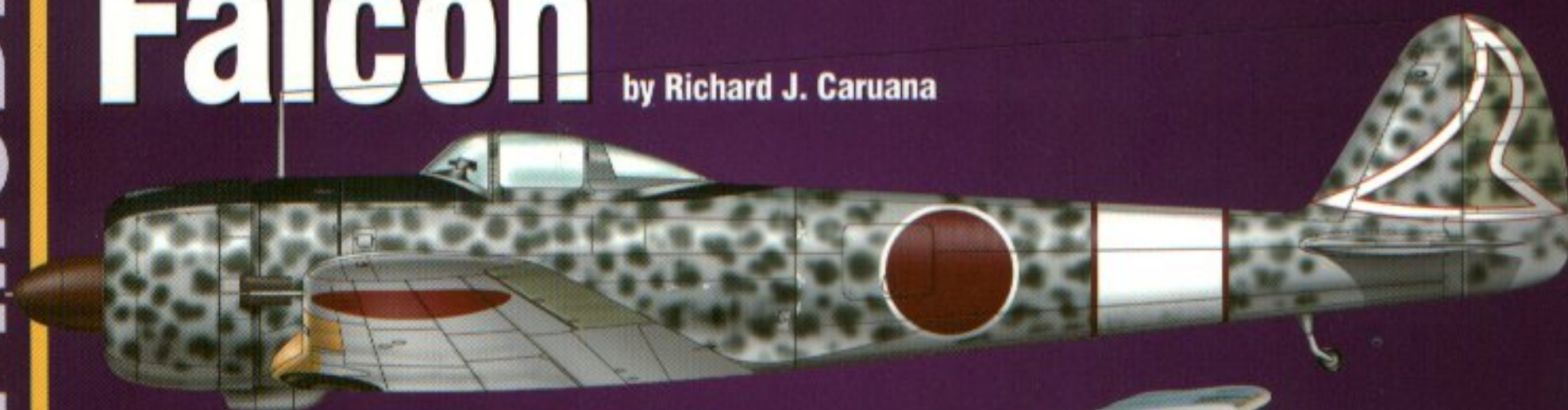
Scale AVIATION Modeller International

**Curtiss P-40N
Warhawk**



Peregrine Falcon

by Richard J. Caruana



**Fokker
D.II**



Plus
Classic Plastic **Queenie VI**
F-4 Phantom **Diorama - Pt.3**

Volume 6 Issue 9 September 2000 £2.95



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Published by SAM PUBLICATIONS
4 Princeton Court, Pilgrim Centre
Brickhill Drive, Bedford MK41 7PZ
Telephone: +44 (0) 8707 333373
Fax: +44 (0) 1234 261251
Email: samkit@globalnet.co.uk

PUBLISHER: Steve Elliott
EDITOR: Richard A. Franks
EDITORIAL ASSISTANT: L.S. Lever
EDITOR'S PA: Mandy Hunt
PRODUCTION & ART DIRECTION: Simon Sugarhood
TECHNICAL PROOF READING: WordCraft
AVIATION ILLUSTRATIONS: Richard J. Caruana;
Michele Marsan
AVIATION HISTORIANS: Ian K. Baker;
Richard J. Caruana; Harry Woodman
CONTRIBUTORS THIS MONTH: N.J. Wigman; Steve J. Corvi;
Gary Hatcher; Jim Grant; Dai Williams
REVIEW TEAM THIS MONTH:
Ian Claxton; Tony Clayton; Paul Gold;
Paul Jarick; Gordon King; Simon Snape
SHOW REPORTER: Robert Day

EDITORIAL E-MAIL: samkit@globalnet.co.uk
Also use this address for back issue orders, subscriptions or
subscription enquiries or book orders. Note that we cannot
undertake research into specific or general aviation queries
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contributors, as they are not based at the editorial address.

ADVERTISING DIRECTOR: Mark Peacock
ADVERTISING MANAGER: Chris McCarthy
Tel: 01234 216016
PRE PRESS PRODUCTION: DMZee Marketing (UK)
PRINT PRODUCTION: Polestar (UK)
DISTRIBUTION: MMC (UK)
NORTH AMERICAN DISTRIBUTION:
Distco, 695 Westney Rd South, Suite 14,
Ajax, Ontario, Canada L1S 6M9
Tel: (905) 619 6565

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9am-5pm Pacific time, Mon-Fri
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Subscription rates: \$76 surface; \$92 air.

American shops and trade may obtain
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that the staff at SAM Publications do not have access to the
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anticipate a reply, thank you.

Samples for Review

Scale Aviation Modeller International is always happy to review new
products within its pages. Any item which you feel is appropriate will
be given due consideration for inclusion in the title. Any company,
trade representative, importer, distributor or shop which wishes to
have products reviewed within Scale Aviation Modeller International
should send them directly to the editorial address and clearly mark
them for the attention of the Editor. Confirmation of receipt of the
samples will be emailed if requested. For all international companies
the above applies, but please ensure that the package is clearly
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there is 'No UK source'. We are sorry, but we cannot help with details
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aviation research for enquiries. Thank you.

Scale Aviation Modeller International is produced monthly by
SAM Publications and is distributed to the news trade by the last
Thursday of each month. Next edition date is 26 October 2000.

Editorial

Volume 6 Issue 9

Editorial

Having spent the last few months working on the next Modeller's
Datafile, I have had little time to make models, other than a couple
of Lancasters! With the Summer in full swing (although at times you
wouldn't notice it in the UK), modelling seems to become less and
less of a 'draw'. The evenings are nice and long and I keep busy right
up until it gets dark at 10pm. This does mean that the model desk is
in a state of turmoil at present, with half-completed projects on
every flat (and some not-so-flat) surface!

There is also a lot of change in the industry at the moment. You will
see elsewhere reference to the changes at Revell® and the news about
the end of negotiations in the USA for the purchase of
Revell-Monogram. Over here in the UK I have been advised that a
new firm, The Model Hobby Company Ltd, has been appointed as
the distributors for Italeri and Dragon. When you couple this with
other changes elsewhere, you can see that this is not just a time of
numerous new products, but also one of change in the whole way in

which our hobby is
structured and supported as
an industry. It is certainly a busy
time, and it is good that this is all happening in the Summer, which
is usually considered a 'quiet' time for the hobby. With all these
changes it makes you wonder what the manufacturers have got in
store for us next year, let alone for the remainder of this!
As always we will keep you up to date with all the news, as well as
bringing you reviews of all the new products and lots of articles to
inspire you to your next project. All we need now is about 100 pages
more a month (just kidding, publisher!).

Richard A. Franks
Editor

News & Reviews

668... News Update

All the latest modelling news from around
the world.

672... Previews

Our initial look at new kits that we have
received for review.

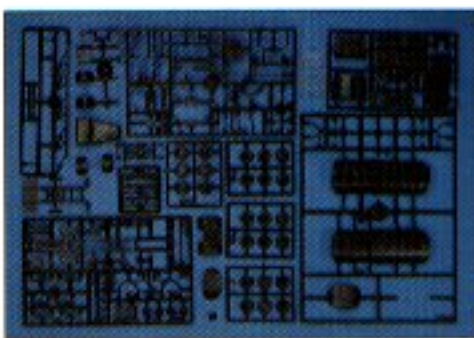
674... Reviews

The Review Team builds a selection of the
latest kits.



682... Accessories

This month we take a look at recent
products from C&H Aero Miniatures,
Alpha Flight, Airwaves, Eduard M.A.,
Custom Aeronautical Miniatures, Brigade
Models, Create 301, Omega-K, High Planes
Models, Airfix and Vintage
Also includes news section.



688... Decals

Some of the latest sheets from Custom
Aeronautical Miniatures, Pegasus, Eagle
Strike, Third Group and AeroMaster.
Also includes news section.

Regulars

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Features

696... Peregrine Falcon from the East

Richard J. Caruana takes a look at the Ki-43 and includes a selection of colour profiles and
scale plans.



712... Classic Plastic

Gary Hatcher builds and updates the Vought
Kingfisher from Airfix.



726... Queenie VI

As a prelude to our new Modeller's Datafile,
Jim Grant takes a look at a special Australian
Lancaster.



736... Diorama - Pt.3

Nick J. Wigman continues his series dealing
with the whole subject of dioramas for your
models



706... World War One Wings

Dai Williams builds the Fokker D.II in 1/48th
scale from Gavia.



718... It's Showtime!

Steven J. Corvi builds a very famous F-4 Phantom
using the Tamiya 1/32nd scale kit and
accessories from Cutting Edge and Reheat.



730... Photo Build

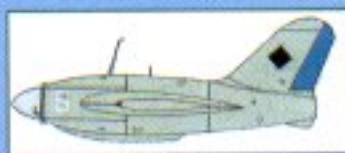
Mike Hyrons Builds the Curtiss P-40N Warhawk
1/48th scale from AMT/Ertl.



A & V Models

1/72nd

The latest resin kit available from this company in the UK is the Lippisch P.O.I-117 (#7214) at £19.50.



RVHP

1/72nd

The most recent resin kits from this manufacturer are the Aero A-18 [fighter] (#7201/£14.40) and the Aero A-18 on skis (#7275/£14.40).



Airspede Models

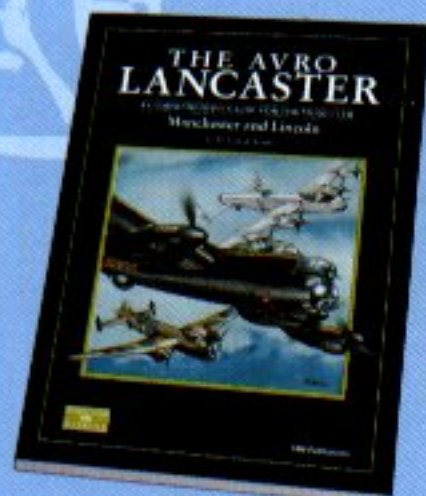
1/144th

The next kits from this manufacturer will include the Vautour, H.P. Halifax, Northrop P-61 Black Widow and Bristol Beaufighter. To date we have no further details on these, but will keep you posted.



New from
SAM Publications

Modellers Datafile 4



Available soon
Reserve
your copy now
See page 641

Hasegawa

1/200th

New items in Japan during July included the Boeing 747-400 'Ansett Australia' (#10621/¥1800) and the Airbus A320 'ANA' (#LL27/¥1000).



New and revised kits in this scale due in Japan during August include the Airbus A320 'Ansett Australia' (#10622/¥1200), Lockheed Hercules C Mk 1P 'Royal Air Force' (#10624/¥1500) and the Douglas C-47 Dakota 'Royal Air Force' (#10623/¥1200).



1/144th

The only item listed for August release in Japan in this scale is the YS-11 'Japan Aviation Bureau' (#10626/¥1800).

1/72nd

New and reissued items released in Japan during July in this scale included the NP-3D Orion (#00087/¥3200) and the Sukhoi Su-30KI (#00095/¥3400).



New items in Japan due in August include the Mitsubishi A6M5 Type 52 '302nd Flying Group' (#00094/¥1200), Douglas SBD-5 Dauntless 'French Navy' (#00096/¥1300), Kawasaki Ki-48-II Type 99 Light Bomber 'Lily' (#00093/¥1400), F-15J Eagle '2000 Air Combat Meet' (#00090/¥2400), Fuji T-1a '1998 13th FTW Special Painting' (#00092/¥1300) and the F-4EJ Kai Super Phantom '2000 Air Combat Meet' (#00091/¥2400).



1/48th

New releases in Japan during July included the U-36A 'JMSDF' (#09354/¥3200), Grumman F-14A Tomcat 'Black Knights Millennium' (#09357/¥3800), Mitsubishi A6M5 Zero Model 52 '261st Flying Group' (#09351/¥2000) and the N1K2-J Shinden-kai 'Early Model' (#JT73/¥2000).



New items listed for release in August in Japan include the A-7E Corsair II 'Last Mission' (#09356/¥3200), F-15J Eagle '2000 Air Combat Meet' (#09355/¥4000), F-104C Starfighter 'U.S.A.F.' (#PT19/¥2400) and F/A-18C Hornet 'U.S. Marine Corps' (#09359/¥5800).



A number of Monogram kits have been reissued in Japan under the Hasegawa label during July and they include the Republic F-105D Thunderchief (#HM164), Martin B-26 Marauder (#HM165) and Messerschmitt Me 262A-1a (#HM166).



Ex-Monogram kits due for release in Japan during August include the Boeing B-29 Superfortress (#HM167/¥7200) and the F-8E Crusader (#HM168/¥2600).



Announced at the IPMS (USA) National Convention was an all-new tooling of the McDONNELL A-4E Skyhawk (#07221). This kit will represent BuNo. 151148 of VA-192 onboard USS Ticonderoga, although we have no idea of release date and price as yet. Also announced is an all-new kit of the F4U-5N Corsair (#09075), which will be released in September. The only price available is that for the USA, and that is \$25.98.

1/32nd

Due for reissue in Japan during August is the A-4E/F Skyhawk 'VA-153' (#08125/¥3200).

Verlinden Productions

1/48th

The most recent detail set from this manufacturer is for the Hasegawa Henschel Hs 129B-2 (#1551) and it is £12.20.

A-Model

1/72nd

The most recent release in the UK from this manufacturer is the Yak-18 'Korean Air Force' (#7230) and it retails for £7.99.

Fujimi

1/48th

The most recent releases in Japan from this firm include the Mitsubishi F1/T.2 (#35174/¥2200) and the Mitsubishi T.2 'Blue Impulse' (#35175/¥2200).

Sanger Engineering

1/48th

The latest vac-formed kit from this manufacturer is the Yokosuka P-1Y Ginga (#4864) which is £27.50.

CMK

1/72nd

The newest resin detail set from CMK is an engine and propeller set for the Tamiya F4D-1 Corsair (#7032) and it is £3.30. Also available is a cockpit detail set for the Tamiya F-84 Thunderstreak (#7033), which is £4.95.

Revell®

1/288th

The next airship model from Revell® has now been released in this scale, and it is the Zeppelin NT Modern Airship (#4825Z) and it is £9.99 in the UK.

1/144th

The Airbus A320 'Condor' (#4240) is now available in the UK and it is £8.99.

1/72nd

The only recent item in this scale is the Panavia Tornado GR Mk 1 (#4619) which is £8.99.

1/48th

The test shots of the Dornier Do 217 were displayed at the IPMS (USA) Nationals recently, so it looks as if this kit will be available in 2000. The F-86D Sabre dog has been delayed though and apparently due to 'problems' with the tooling of the wings, it will not now be released until early 2001 (two years late!).



Classic Airframe

1/48th

The first of the new Blenheim kits from this manufacturer made its way into the UK in late July. The kit depicts the Mk I/II (#435) and it is £34.95.



STARR Miniatures

1/144th

The next resin kits from this manufacturer will be the Mirage 5AD/COD/G/M/V & 50 versions (#M-003), Mirage 5BA & P versions (#M-004), Mirage 5 two-seat versions (#M-005), Mirage IIIE/O/S (#M-006), Mirage IIIC (#M-007), M-008 Mirage IIIB/D (#M-007) and the M-009 Mirage IIIR (#M-007).

Airfix

1/48th

Available in the Airfix range are three old Arii/Otaki kits. These are the V.S. Spitfire Mk VIIIc (#05107), Grumman F6F-3 Hellcat (#05108) and the Curtiss Kittyhawk Mk Ia (#05109). Each retails for £9.99 in the UK.



Italeri

1/72nd

The only new item in this scale is the Grumman F-14A 'Bombrat' [FLIR] (#1202) and it is £8.50. Back once again though is the Messerschmitt Bf 110D-3 (#1205) at £6.50.



1/48th

The latest release in this scale from Italeri is the EF-2000 Typhoon (#0862), which is £8.50.



MPM

The latest limited-run injection moulded kit from this manufacturer is the Mitsubishi Ki-83 (#72088) and it is £10.50 in the UK.

1/48th

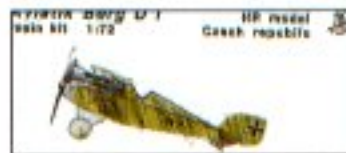
Released recently in their 'Hand Made Limited' [HML] series was a resin kit of the Focke Wulf Fw 200 Condor (#HML08), which is £210.00 in the UK.



HR Models

1/72nd

A resin kit of the Aviatik Berg D.1 (#7244) is the most recent release from this firm and it retails for £13.50 in the UK.



R.V. Resin

1/48th

The latest product from this R.V. Resin is a conversion set for the Focke Wulf Fw 190C-0/V21/V1 (#4810) and it is £14.99.

Czech Master Resin

1/72nd

Back once again in the UK during late July was the Martin AM-1 Mauler (#1108) kit from this manufacturer. It is listed at £21.95.



Dragon

1/144th

A couple of kits have been reissued in this scale by Dragon in Japan during July. They are the F/A-18 'VAF-113 Stinger' (#4513/¥400), F-117A '37th TFW Wing Commander' (#4567/¥400) and the A-10A 'Kuwait Highway Patrol' (#4571/¥400).



1/48

Available in Japan during July was the Junkers Ju 88A-4 'Schnell Bomber' (#5528/¥4000), Junkers Ju 88C-6 'Zerstörer' (#5536/¥4000) and the Focke Wulf Fw 190G-3 (#5537/¥2400). The Ju 88A-4 and Fw 190 will not make it to Europe though, as the marketing of both these toolings has already been undertaken in the Revell® range.

Roden

News Update

Blue Max

1/48th

The latest limited-run injection moulded kit in this series is the Sopwith Dolphin (#112) and it retails for £21.99.



FM

1/48th

The latest couple of limited-run kits from this manufacturer are the Bloch MB.155 (#6002) at £16.50 and the Arsenal VG.33C1 (#6002) at £17.99.



Industry News

Accurate Miniatures

The big news at AM is that Bill Bosworth, the company's president, has left. We will not go into any detail about the reasoning behind this, as that is irrelevant, but I would like to wish Bill all the best.

If you are reading this Bill, get in touch and we can discuss 'important' things like eight cylinder Italian creations on two wheels!

Revell-Monogram

We have been advised that negotiations for the sale of this firm to R-M Development Group LLC have been stopped. The cessation of negotiations was mutual between both parties, even though R-M Development Group LLC had signed a tentative agreement to acquire Revell-Monogram in April. No reasons were given for the discontinuation of the sale, but we will keep you posted with any future developments.

New Italeri & Dragon Importer

A new UK importer for the Italeri and Dragon ranges has been announced. The new firm, called The Hobby Company Ltd, will immediately take on responsibility for these two ranges in the UK. The previous importer was Richard Kohnstam Ltd.

The Hobby Company Limited's address is: Unit B, Chiltern Trading Estate, Grovesbury Road, Leighton Buzzard, Bedfordshire.LU7 8TU
Tel: 01525 385798
Fax: 01525 385778

Professional Models

1/72nd

The most recent resin kit from this manufacturer is the HC-2/HC-102 helicopter (#00472).



Accurate Miniatures

1/48th

Noted in the USA is the release of the revised F3F into Gulfhawk II configuration. This kit (#7800) is a limited production with resin conversion parts and is \$35.99 in the USA.

No other news was announced by this firm at the recent IPMS (USA) National Convention, but their Yak-1b kits were being sold at the event for \$10.00! The B-25C/Ds are still apparently in Korea, but hopefully they will be available before too much longer.



SCALE MODEL WORLD



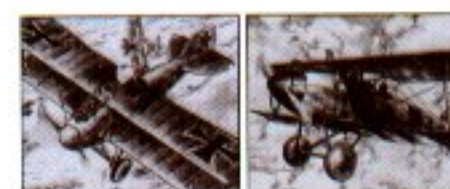
IPMS World
Competition
2000

See page 663
for full event details

1/72nd

The next new kit available from this manufacturer will be the Fokker D.VI (#007), which should be in the UK by the time you read this.

Details of the rest of the kits to be produced by Roden in the future have now been confirmed and these include the Albatros D.III (#012), Albatros W.4 (#028), Albatros D.III Oeffag s.53 (#022), Albatros D.I (#001), Albatros D.II Oeffag s.53 [post-war] (#018), Albatros D.III Oeffag s.153 (#024), Gotha G.V (#016), Pfalz D.IIIa (#015), Fokker E.V [D.VIII] (#004), Pfalz D.III (#003), Albatros D.III Oeffag s.253, Albatros D.II (#006), Albatros D.V (#030), Fokker D.VII (#029), Albatros D.Va (#032), Albatros D.II Oeffag s.53 (#018), Albatros W.4 [Late] (#034) and Heinkel He 111C 'Lufthansa' (#009). The LaGG-3 series from the old Toko range will also be reintroduced as the LaGG-3 Series 66 (#039), Series 1, 5 & 11 (#037) and Series 35 (#038). To date we have no confirmed details of release dates for any of the above, but we will keep you posted.



1/48th

The best news is that the Gloster Gladiator Mk I we mentioned previously for release by Toko will continue with Roden (#008), although we have no idea of the release date etc. The Sea Gladiator version should also be produced, although there is no mention of it in the Roden catalogue.

OKB-144

1/144th

The next kit due from this manufacturer will be the Yakolev Yak-40.

Koster

1/48th

The excellent Focke Wulf Fw 200C Condor (#24) kit is now available from this manufacturer. It features vac-formed main components with photo-etched, cast metal and resin detail parts plus decals. This kit retails for \$77.95 and UK modellers can obtain it via Aeroclub.

Tamiya

1/72nd

Due for release in Japan by early August were the all-new toolings of the Supermarine Spitfire Mk I (#60748/¥1000), North American P-51D Mustang (#60749/¥1000), Messerschmitt Bf 109E-3 (#60750/¥1000), Focke Wulf Fw 190D-9 (#60751/¥1000) and Vought F4U-1D Corsair (#60752/¥1000). The first two should be in the UK and America during August (UK price is £9.99), while the remainder will be available in September.

1/50th

A surprise reissue noted in Japan during July was the IJN Type O Observation Seaplane 'Pete' (#60511), which is back once more at ¥1200. It is not known if this kit will ever make it outside Japan though.

1/48th

The slightly revised Douglas A-1J Skyraider 'USAF' (#61073) is now available in the UK, and it is £22.99. Also available is the all-new kit of the Dornier Do 335A-0/1 Pfeil (#61074), which we are glad to say is just £24.99 in the UK.

Due for release in Japan during August is the D.H. Mosquito NF Mk XIII/XVII (#61075/¥2800). This kit should be in the UK and America by September, although no price has been mentioned for either of these countries to date.

1/32nd

Arriving in the UK in late July was the McDell F-4J Phantom II 'Marines' (#60308), which is a staggering £100.00.

The all-new kit of the Mitsubishi A6M5 Type 52 Zero (#60309) from this manufacturer is to be delayed until September in Japan. This also means that the rest of the world will see this kit later than scheduled, with the USA listing it for October. The only known price so far is the Japanese one, which is ¥6200 (approx £40).





During the 1930's Junkers started the development for a transporter aircraft that would also be able to double as a passenger carrier.

THE JU 52 - A LEGEND STILL FLYING TODAY

JUNKERS JU 52 3m g4e

Originally just one engine was planned as this was felt to be sufficient for a cargo plane. However, due to safety concerns over carrying passengers, the construction allowed for additional engines to be fitted to the wings.

The Ju 52/1 made its maiden flight with just one 685 hp BMW VII engine, and in 1931 the Ju 52/3 was introduced with 3 BMW 132A Star engines,

becoming affectionately known as Aunty Ju 52 due to her dependability and outstanding safety record. Immediately identifiable by the unmistakable corrugations in the fuselage the

Ju 52 has been accurately recreated by the Revell toolmakers for this brand new 1:48 scale model kit.

By 1944 over 5000 Ju 52's had been built, 3500 alone used for military purposes. The Ju 52 has also been in service with over 30 airlines around the world, and several Ju 52's can still be seen flying today.

Two separate versions of the Ju 52 will be available. The standard Revell item features 2 separate decal options.

The Pro-Modeler version will feature two separate

build options, silk screen decals and in depth instruction booklet featuring detailed photos of the actual aircraft.

Available from all good model stockists. The 1999 catalogue is also now available.



**PRO
MODELER**
by Revell-Monogram

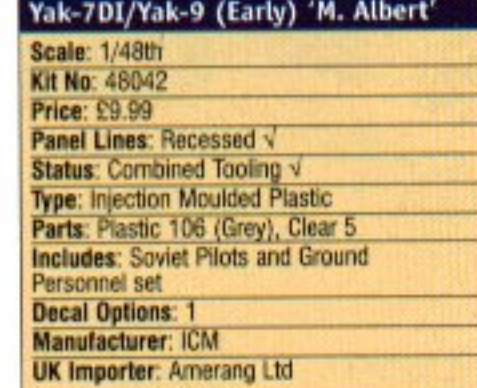
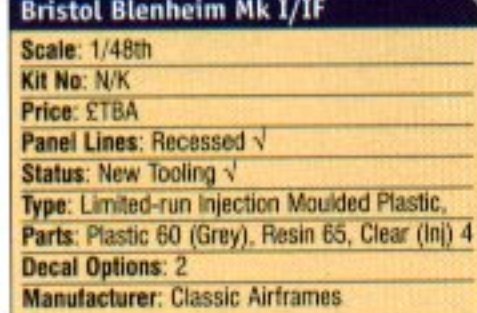
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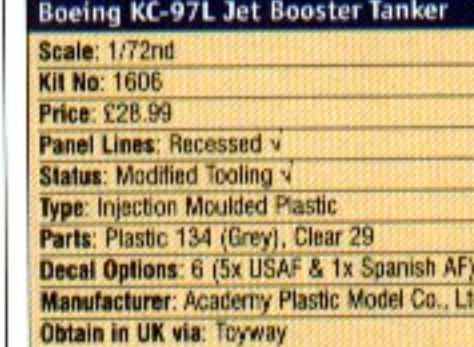
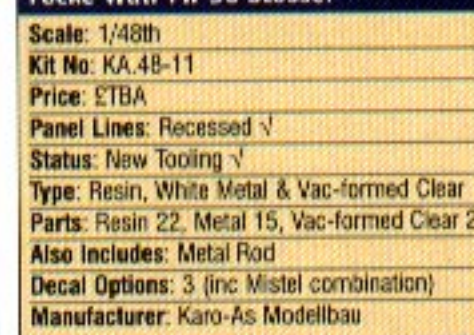
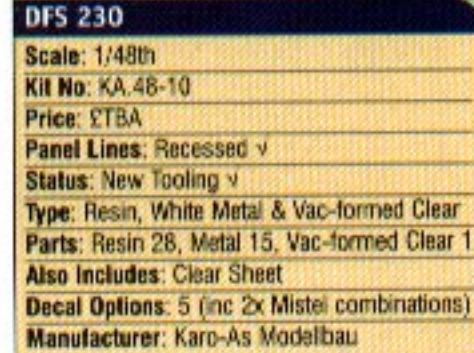
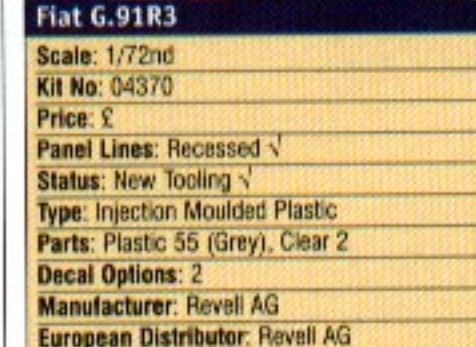
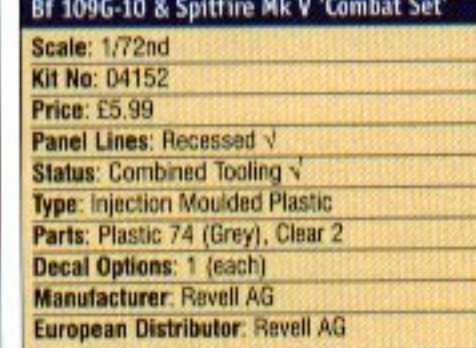
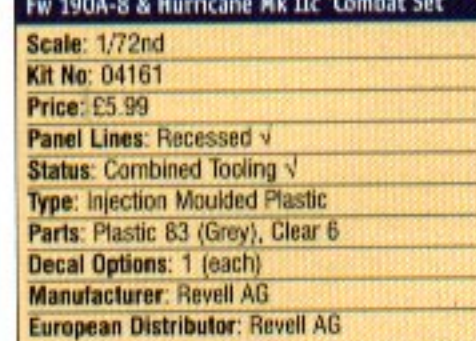
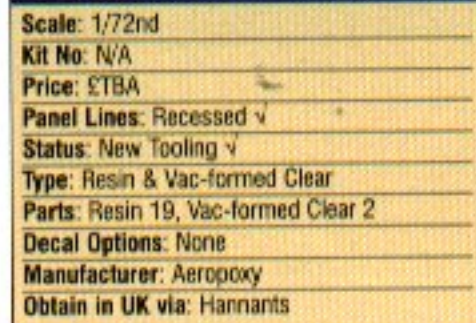
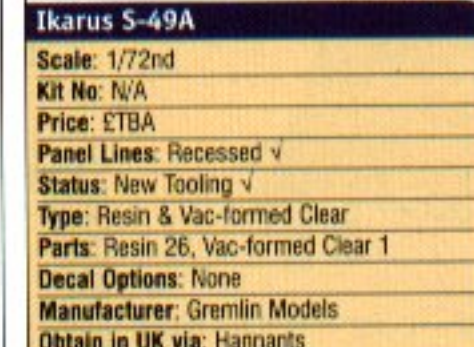
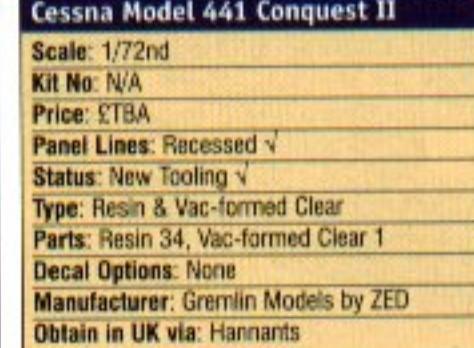
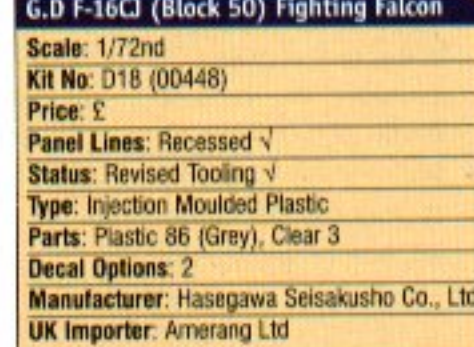
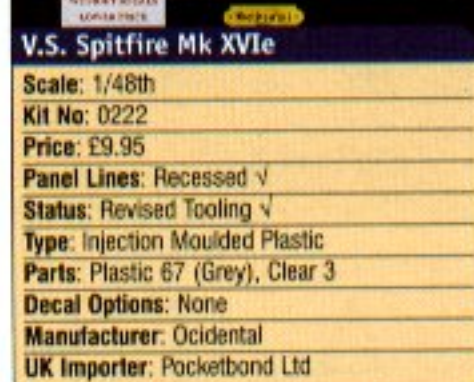
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Dornier Do 22
Scale: 1/72nd
Kit No: N/K
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 60 (Grey), Resin 18, Vac-formed Clear 1
Decal Options: N/K
Manufacturer: Aviation Usk (Nebraska)
Obtain in UK via: Aeroclub & Hannants



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ED Models

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AIRWAVES 1:48 Resin CONVERSIONS

SC48-078 F-6E E Slatted wing With Dropped Slats£17.99
Designed for the Hasegawa 1:48 F-6E. This set back dates the kit to the early E version. Provides New wing leading edges and wing tips. Replacement lower fuselage portion for the ammo bays and wing slats all in resin. Wing slat rails in photo etch brass, with 4 extra rails in case of cock ups!

NEW AIRWAVES ETCH BRASS 1:72

AC72-215 HS Buccaneer S2 Wing Fold£3.99
Designed for the Airfix kit, this set provides all the items or a fully detailed wing fold.

AC48-101 HS Buccaneer S2 Wing Fold£4.99
Provides detailed etch faces and cables, plates and locks for the Airfix kit.

MAX DECALS 1:144 SCALE £6.60 each

Aer Lingus Airbus A320, A321 & BAC 111 Contains markings for one full version of the above a/c with optional decals for the entire fleet of A320, A321 and BAC 111. Sheet includes window decals.

Aer Lingus Classics Markings for one L1049 with 4 choices, Aerline Eireann, Irish Air lines & Irish International Airlines between 1958-60. Fokker F27-100 1958 Aer Lingus and DC-3 1960. Window decals included for all 3 a/c.

4404 Aer Lingus Boeing 707-340C Full 1964 and Post 1974 colour schemes for all 707's B-AMW, ANV & AND. Window markings included.

MODEL ART DECALS 1:72 £5.00 each

72/033 Bearcat: GC1/9, GC2/8, GC1/21 & EROM80 (Indochina). Buccaneer S1 700Z, 800 & 809 NAS Royal Navy. Alouette II Anniversary & standard schemes for L, Flt.2 & 4 Swiss AF.

72/034 Phasick H-21: GH2 ALAT & 31F Aero Nav. (Algeria) Jodel D.140 SIVEA 04/312 A. DeL'Air. BAe Hawk U-1270 Swiss AF. Lynx HMS Endurance RN 2 schemes.

72/035 Skyraider AD-4/4N EC 1/20, 2/20, 3/20 (Algeria), EAA2/21 Chad, EAA1/22 (Madagascar) A. deL'Air. BAe Hawk; FRADU RN; Sea King HAS 6 B14 NAS Tiger Meet.

72/036 D. Mystere IVA EC/2, EC3/2, EC 1/12 & CTB; W. WASP 829, 845 NAS on HMS Rhyt, Achilles, Bulwark, Endurance

EAGLE CALLS in 1:32 Scale £8.99

EC#23 Doras of the Galland Circus. INCL: 3X Fw190D-9 & 1x D-11

EC#24 Yellow 10 and Friends. Incl: Fw190D-13 Yellow 10, D-9 Black 14 JG26,

D-9 Red 1 JG54 and D-9 Black 10 JG54 with all yellow tail.

SKYLANDER DECALS 1:72 all £6.75 each

CW7203 F-89J. 3 a/c not 54th FS, ADC, Elsworth AFB 1958, no2 58th FIS, ADC Walker AFB

1957, no3 321st FIS, ADC, Paine AFB 1958. Sheet incl stencils

CW7204 Avro Canada CF-100 mk5 3 a/c of 428, 425 and 413 sqdn RCAF all 1959. W/ Stencils.

MW7201 F2H-3 Banshee. 3 a/c VF-151, CAG 15 USS Hancock 1957, VF-92, CAG, USS Ticonderoga 1957, VA-152, ATG 4,

USS Bennington 1958. All in grey/white scheme. Incl stencils.

SKYLANDER DECALS 1:48 All £7.99 each unless stated.

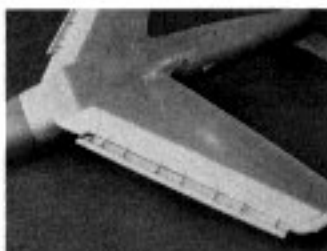
CW4802 F-84G 2 a/c 523 FE sq. 27 FE Gp. SAC Texas 1952, 309 FE sq. FE Gp SAC Turner

AFB 1952. Sheet incl stencils

CW4803 F-84E. 2 a/c 561 FE sq. 12 FE Gp. SAC Bergstrom AFB 1951, 307 Sq. 31 gp SAC Turner AFB 1952. Sheet incl stencils.

SB4802 F-84 Thunderjet Basic Stencil/Data sheet £3.50

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AC1735	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1736	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1737	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1738	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1739	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1740	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1741	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1742	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1743	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1744	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1745	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1746	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1747	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1748	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1749	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1750	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1751	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1752	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1753	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1754	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1755	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1756	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1757	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1758	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1759	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1760	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1761	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1762	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1763	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1764	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1765	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1766	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1767	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1768	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1769	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1770	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1771	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1772	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1773	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1774	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1775	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1776	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1777	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1778	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1779	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1780	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1781	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1782	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1783	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1784	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1785	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1786	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1787	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1788	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1789	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99	72 BOEING STRATOFLIGHTER PMA	26.99
AC1790	72 BOEING STRATOFLIGHTER PMA	26				

Siemens-Schukert D.III

Technical Data

Scale: 1/48th
Price: £14.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 28, Resin 18, Etched 47
Decal Options: 2
Manufacturer: Flashback (A.M.C.)
Obtain in UK via: LSA Models (Incorporating Four Plus UK) & Hannants



The Kit

The main parts of the model are injection moulded in light grey plastic using the old Eduard moulds. But this is not an Eduard kit re-boxed, as refinements in the shape of a new cockpit interior and radial engine are supplied in resin and etched brass to replace the plastic alternatives that are now showing signs of wear. Replacement resin machine guns are also supplied in both complete form and, for the really intrepid, with etched-brass barrel shields.

The Instructions

The single sheet of A3 has excellent exploded diagrams to aid construction and includes the colours of each part to aid painting during the building process. The flip side contains a parts guide and a rigging diagram. The two finishing options are well covered with left and right elevations as well as top and bottom, however, no indication as to what these options are is included, as the instructions have no 'written' descriptions whatsoever. Which is a shame.

Construction

The cockpit comes in the form of a 'tub' that one would expect to find in a model of a modern firebreather rather than one from the string and strut era; however this simplifies the cockpit construction considerably and protects all the etch-brass detailing that is supplied until it is safely enclosed within the fuselage. The rather odd looking control column is just one of the items that is faithfully reproduced and the finished cockpit is good enough to display on its own. The fit onto the fuselage halves needs a little trimming to get it perfect, and I tackled this whilst the tub was still in virgin form. Painting details for all the parts are included on the construction diagrams to make life simple and I painted and built the cockpit, the highly detailed resin and etched brass engine and twin Spandaus (with no less than six parts each) as separate items to be added to the model in due course. The fuselage needed a little filler along the join lines as did those on the bottom wing and tail plane assemblies but otherwise the fit was good. All painting was done at this stage, along with the application of the lozenge decals to the wings and I found some touching up along the edges was required. Having applied the rest of the decals the struts and top wing were added and rigging completed. Construction was simple but like all things it is worth taking time over.

Accuracy

My model measures 175mm in span which is spot on for the 8.43m of the original machine. The length was a tad over 121mm which is 2mm too long for the 5.7m of the original. But that's close enough for me. The squat, dumpiness of the Siemens Schuckert is well captured and the 'sit' is fine. (Data from Munson's 'Fighters 1914-1919').

Colour Options

As mentioned, no description for the two

options is included in the instructions as to which units they served with in their respective forces. One is an Imperial German Aviation Service example and the other is from the Swiss Air Arm. Both options utilise the lozenge decals supplied on both upper and lower wing surfaces. The remainder of the Swiss machine is finished in black with a skull and crossbones emblem on either side of the fuselage. The German machine's natural wood fuselage is similarly adorned with a white serpent which has what resembles a chicken's head! The nose of the latter machine is finished in black. I chose the Swiss finish as it was something a bit different and, as the national insignia are large, it meant that I'd have to apply fewer of the rib decals!

Decals

The lozenge decals for the wing surfaces were applied on a gloss surface and helped to settle

decals are very good, have little carrier film and do not silver. The only curious thing was that the red square background for the tail cross is not supplied and I had to resort to the spares box for this item. The blue and pink strips for the wing ribs are supplied on a single carrier film and have to be individually cut out prior to wetting. Their application is a long and tedious task and I found it simpler to add the top and bottom strips separately rather than attempting to wrap the strip round the wing in a single go.

Decal rating = 9/10.

Conclusion and Recommendation

All in all a very pleasing model that is time-consuming rather than difficult which leads me to recommend it to all WWI or biplane modellers regardless of skill level. In my opinion, there is little room for improvement



with a coating of MicroSol. The effect was very pleasing but a coat of gloss white as a base helps to bring out the colours as they are a little transparent. The same is true for the red and (especially) the white of the Swiss national insignia. I found out the hard way and had to over-paint the colours. However, the white skull and crossbones did not suffer the same fate which is just as well as they are applied to a jet black fuselage! Overall the

or extra detailing as the kit supplies all that would be required by most modellers in the 6mm scale. Since these aircraft appeared in a number of very colourful guises, the addition of one to the model cabinet would brighten it up no end.

My thanks to Flashback for the review sample.

Dan Claxton

Messerschmitt Bf 109G-6

Technical Data

Scale: 1/72nd
Price: £4.99
Kit No.: 1670
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 3
Decal Options: 3
Manufacturer: Academy Plastic Model Co., Ltd.
UK Distributor: Toyway.



The Kit

The now familiar box contains well moulded parts with nicely defined panel lines and surface detail as well as alternative parts enabling three different

aircraft to be modelled. Included among these are two types of drop tanks and the underwing cannon gondolas. The tail fin/rear fuselage is provided as a separate unit thus suggesting the taller wooden fin version to come. Cockpit detail is minimal but sufficient for a model of this size.

Instructions

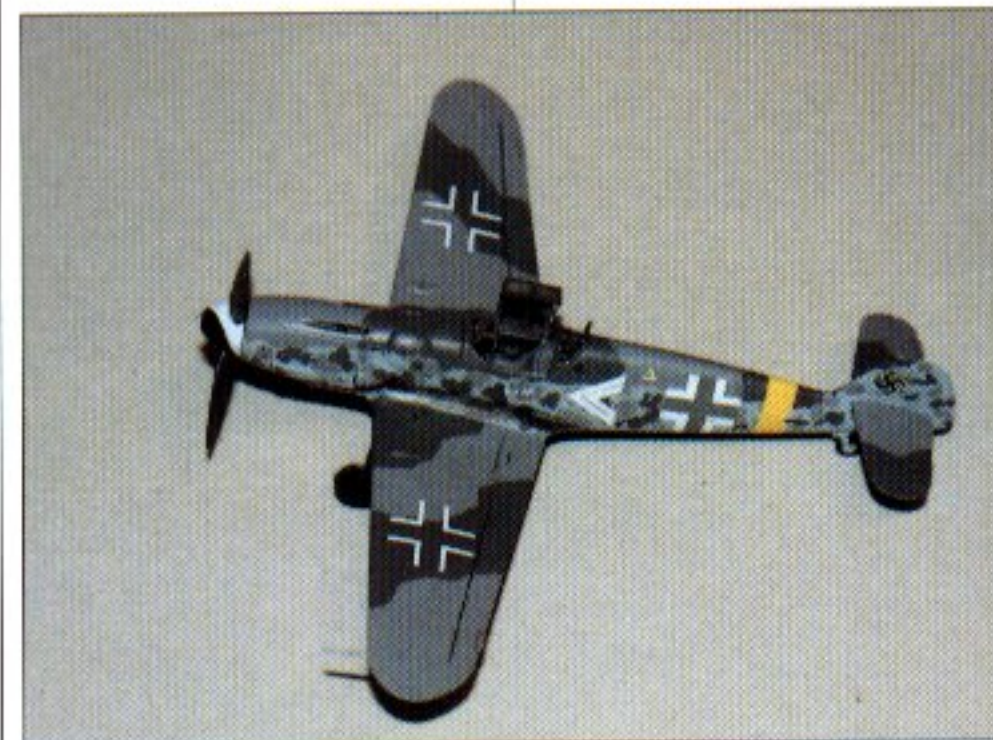
These follow Academy's normal format and all the build sequences are straightforward with relevant painting steps at each stage and a paint guide with appropriate colour references quoting RLM codes where necessary. A parts map shows the layout of the three frames and which part is not used in this particular issue.

Construction

I started the building of this kit by joining the tail halves to the fuselage

halves first, just for a change, and then followed this up by the cockpit and main fuselage once all the preliminaries of interior painting had been carried out. Satisfied with this, I then attached the

wing lower half to the fuselage and then glued on the upper halves. I was very impressed with the extremely fine and sharp trailing edges to the flying surfaces! The rest of the assembly was swiftly dealt



with by the fitting of the tailplanes which needed their tips reshaping to the correct profile using scale plans (in fact the only inaccurate outline shapes of the whole kit) and then the undercarriage and final details. I opted to finish the model as Barkhorn's machine so the external tank and guns were not used, making these useful for the spares box. I must confess that I have become a bit of a fan of these smaller Academy kits as I have found them to be quick and easy, simple to assemble, with very few problems. All the parts fit extremely well and the filler can remain in the tool box!

Accuracy

Before I built this kit, the main parts were checked against plans and I found that

they matched these very well with the exception of the tailplanes mentioned earlier. Dimensionally the span and length are so close that a matter of a scale inch or two won't bother many. The end product looks like a Gustav whichever angle it is viewed at.

Colour Options

There are three schemes to choose from.

- 1. Bf 109G-6/R6 Trop of 7/JG53 in Sicily with a nice piece of 'fuselage art' as depicted on the box top.
- 2. Hptm. Barkhorn's G-6 of II/JG52.
- 3. Another Trop. of 7/JG27 flown by Oblt. Emil Clade in Greece.

As I mentioned earlier I finished the review model as the second option and I used Humbrol HG3 (RLM76) for the

undersides and fuselage followed by RLM74 and 75 from the AeroMaster acrylic range for the remaining camouflage. All other paintwork was done with Humbrol paints.

Decals

The decal sheet is supplied in its own cellophane envelope and is very well printed on pale blue backing paper which shows up all the tiny stencilling and white markings well. Registration is good, and when applied to the model on a gloss coat, the decals adhered well. They react well to Micro solvents and don't seem to give me any trouble with silvering.

Decal Rating = 10/10.

Conclusion & Recommendation

I have rarely had construction problems with Academy kits and I always enjoy making them, and this one is no exception. All the parts are so well made and so finely detailed that to make a hash up of one, one would have to be wearing builders gloves! Highly recommended to all.

My thanks to Toyway for the review sample.

Paul Janicki

Sopwith 1½ Strutter 'Comic Fighter'

Technical Data

Manufacturer: Toko
Scale: 1/72nd
Price: £4.49
Kit No.: 140
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 41 Plastic (Grey)
Decal Options: 1
Manufacturer: Toko
UK Importer: Pocketbond Ltd



The Kit

Three sprues in Toko's usual light grey plastic, provide all the parts necessary for this one-off single seater converted from a standard machine by Capt. Honnett of No 78 Home Defence Squadron at Sutton's Farm in 1917, according to Harleyfords 'Fighter Aircraft of the 1914 - 1918 War', which carries a picture of this very machine on page 70. Photographs of this aircraft B'762 are also reproduced in Putnam's 'Aeroplanes of the Royal Flying Corps' and 'The British Fighter since 1912' (on pages 507 and 50 respectively).

Fifty one parts are included in the kit, but ten relate to other versions of the 1½ Strutter and make useful additions to the spares box. They are well moulded with only a little cleaning up to do. The fabric effect is a little heavy, but the fuselage contains both moulded internal detail and separate floor framework for added realism.

Instructions

These follow the standard comprehensive Toko format with four loose-leaf pages which contain a brief type history and technical specifications, sprue identification diagram, exploded construction diagrams and painting and decal instructions to complement the box art.

The box art provides the only rigging guide, but relevant diagrams may be found on page 92 of 'Sopwith Aircraft 1912-20', also published by Putnam.

Construction

This is generally straightforward and there is, therefore, no need to go into detail. There are one or two points which readers may find useful, however.

No instrument panel is provided and so the builder must provide his own from scrap plasticard.

Stage three of the construction suggests that the internal items should be fitted to the fuselage halves, which should then be joined together, and then the lower wings, which are simply butt jointed in place. I found that the fuselage halves didn't fit the new front decking (part 13) very well if this is fitted later, because they tend to slope in at the top rather than assume a vertical.

The cabane struts fit to sockets in part 13 and unless this is correctly aligned at the outset it's a devil of a job to align the upper wings.

Butt joining the lower main planes looks gimcrack, but it worked for me using Revell 'Contacta' cement with a simple fuselage datum line and stop strips stuck to a piece of graph paper to ensure that plan alignment was correct. As the cement dried, the wing assembly was offered to the plans on p71 of the Harleyfords book referred to above to set the dihedral, although the upper wings set would have done as a guide just as well.

With the lower wings and fuselage set all external paint work was completed using Xtracolor RFC Cream (X21) and Green (X22) for lower and upper surfaces respectively. When dried decals were applied. As usual the rudder stripes didn't coincide exactly with the rudder and the discrepancies were resolved with matching paints.

Every Toko biplane I have constructed so far has one blind strut socket and this was no exception. After painting, this was drilled out and all the other sockets reamed to fit the strut ends.

A simple jig was constructed to ensure upper wing alignment with the intention that the cabane struts would be fitted first in the jig and the wing struts added later when the assembly had set. Unfortunately the 'W' shape cabane struts spring fit the upper wing and in doing so the lower Vs, which are

supposed to engage the fuselage decking (Part 13 again) are pushed too close and won't fit the fuselage sockets. I tried several times, but damage to the paint and decal through over enthusiastic handling dictated implementation of Plan B. In plan B the upper wing is secured in the jig by fitting the outer wing struts. The assembly is moved out of the jig when set and the cabane struts added after being each cut into three pieces. A cut is made at the bottom of each leg of the inverted 'V' to leave the outer struts and the locating socket in one piece. Each outer strut is then offered to the drilled out fuselage socket and the other end fitted into the upper wing socket. The inverted Vs are fitted last after being trimmed to fit. A long way round the houses, but at least everything fits and the model matches the plan!!

photographs exactly, (with the sole exception of the over-long front undercarriage struts). The elegance and fine proportions of the original design shine through.

Decals

These appeared accurate to the black and white photo references, being glossy, sharp, in register and adhering well, but the density of the white areas could have been better.

Decal Rating = 8/10.

Conclusion and Recommendation

Not perhaps for the beginner, nevertheless an extremely satisfying and apparently well researched kit. The cabane struts presented the only real issue, which once appreciated, was easily overcome.

Another outstanding kit from Toko at a very competitive price and thus well worth buying in quantity..... once you have built an



After that it really is all down hill... although one does need to crop off 3/16th inch from each front undercarriage 'V' strut. A colleague in Manchester observed that for some unknown reason most WWI models have undercarriages which are too stalky, but I didn't notice this discrepancy till the model was complete.

Accuracy

The model does full justice to the original matching my reference plans and

assembly jig half a dozen covering the different versions available in the series would be no problem at all!

Sincere thanks to Pocketbond & Toko for the review sample.

Simon Snape

Hopefully these, and all other existing items from the Toko range, will soon be available once again under the Eastern Express label - Ed.

Polikarpov UTI-4

Technical Data

Scale: 1/72nd
Price: £7.50
Kit No.: 7231
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 64, Clear 2
Decal Options: 5 (4x Russian & 1x Finnish)
Manufacturer: A-Model
UK Importer: Pocketbond Ltd.



The Kit

Inside the attractively printed box featuring a UTI-4 in an eye-catching light grey and red finish are three surprisingly busy sprues of white plastic parts, a single clear sprue, the decals and instructions on two sides of A4.

The surface detail is good and the large number of parts reflected the careful attention to detail paid by A-Model. Typically for a limited run product there is plenty of flash with heavy mould gates and seam lines, which require cleaning up before assembly can be contemplated.

Alternative parts are provided to model this charming 'twin stick' with either the Shevetsov M25 engine or the later M62 with different exhaust layout. In addition this normally unarmed machine can be armed with two 7.62 ShKAS machine guns and RS 82 unguided air-to-ground rockets. A rear cockpit fairing is available should one wish to depict the instrument trainer version. Probably the only versions not available straight from the box are ski-equipped examples!

Instructions

Fortunately the exploded-view construction sequence and colour painting guide with Humbrol paint references are as good as foolproof, because most of the text, including potted history is in Russian.

Given the many conflicting references available in the west, even after 'Perestroika' I fear that most modellers in this country will be the poorer for their lack of scholarship in Russian, but at least it will not inhibit the modelling.

Construction

There are no hidden snags with this model providing the parts are cleaned up and carefully matched to the other assemblies before any glue is applied. Time spent in this way will be well rewarded, if a trifle irksome. Sometimes several attempts must be made before the fit is just right.

When offered up after preparation, the two fuselage halves fitted well, but the tail fin moulded integrally with the port side looked off-set. The simplest solution was to cut it off, before gluing the two sides together, and re-attach it later in the

construction sequence. Minimal refinement of the fuselage spine was all that was required to blend in the fin in its adjusted location. Otherwise there were no problems!

The Shevetsov radial is made up of front and rear mouldings and is quite usable considering that it is almost hidden from view. However the engine cowlings could be left off and the engine bay detailed with ignition, exhaust and ancillaries. In this case the kit part would be best replaced with an after-market engine such as the Wright Cyclone SGR1820, which would be virtually indistinguishable from the Shevetsov, which was a license built copy. A second exhaust pipe was fitted to the port upper exhaust louvre in the cowl (for reasons discussed later).

Split flaps and ailerons occupy the whole of the trailing edge of the wing, which requires considerable thinning to be acceptable. I found the best way to achieve this was to use a razor saw to separate them from the upper wing panels, file them to shape and glue them back in position. This obliterates the detail, which must then be re-scribed. Similar refinement of the horizontal tail surfaces was also required.

I chose to finish the review kit in the attractive box top colours of an M25 powered 'straight' version using Humbrol Grey (147) overall and Red (19) for the cowl and upper wing outer panels.

Colour Options

The decal sheet and painting instructions provide for four Russian and one captured Finnish aircraft in the 1941/42 period. A late series I-16UTI Rs82 rocket and machine gun armed instrument trainer with M62 power plant in Army Green (Humbrol 102) upper surfaces and Light Blue (Humbrol 65) undersides of 1942 heads the list. The wisdom of attacking the might of the Wehrmacht with an instrument trainer may appear questionable from our current perspective. However given the vigour with which the Russians prosecuted the war I wouldn't be surprised if this accurately represents a multi-functional trainer with 'secondary attack capability'.

Next is a light grey UTI-4 trainer with blue lightning side flash also of 1942, probably based on a Type 10. The next two options revert to Green/Blue camouflage, but in Russian Blue (Humbrol 114). The fifth scheme relates to a similar machine captured by the Finns in 1941 and used for some 40 hours before grounding.

Returning to the finish used in the review sample, it's relevant to note that a picture on Page 48 of 'Polikarpov Fighters In Action Part 2', (Squadron Signal), shows a suspiciously similar aircraft, which is identified as a trainer with the 2nd Guards Fighter Aviation Regiment, Murmansk area, in the Summer of 1942. The fuselage lightning flash looks identical, but the 'red' upper wing panel area is scalloped with the grey colour extending towards the tip rather than the plain chordwise demarcation shown in the box art. In addition this aircraft carries what I believe is either a grey upper wing star or a faded red one against a much darker colour than red. It could be an entirely different machine. Please discuss!

Given the optional parts available, via after market sources or just home spun ingenuity, it's possible to produce an eclectic range of UTI-4 trainers (some in very attractive schemes) as used by Russian, Spain, Germany, China (as the Jung- 28a) or Polish air forces. Reference material has it that Russia imported vast quantities of aircraft paint from Germany before the invasion of 1941 and so Luftwaffe colours are appropriate to relevant camouflage schemes, which is nice!

Decals

These were applied to the model after spraying with Klear, and they demonstrated no problems. The carrier film is a little wide around the colour and the register could be better, but overall I was well pleased. The matt decals do need a top coat of varnish/Klear to seal in and blend with the paintwork though.

Decal Rating = 7/10.

Accuracy

The overall shape and stance of the completed kit matches my reference plans and photographs well with a particularly good wing tip shape in plan (far better

than a recent injection kit by a mainstream manufacturer). Dimensionally the news is good with the span working out at 29 feet 3 inches and length, 20 feet 3 inches against reference data at 29 feet 1.75 inches and 19 feet 8.125 inches respectively.

References are readily available, although the detail and nomenclature of the various versions seems to differ from one source to another reflecting the general difficulty in researching Russian aircraft. However, this is not a problem with this kit if you model from photographs, because it should be possible to mix and match to produce an accurate replica. Proving that that particular example was a factory-built two-seater or a converted single-seater of a particular mark of I-16 is quite another matter. Good Luck!

There are three areas which potential builders of A-Model's excellent kit may care to consider.

First I believe that the upper port-side exhaust louvre should hide two exhaust pipes, not one, one from the top cylinder, and the next lower on the left viewed from the rear. Of course it's always possible that the exhaust from two cylinders fed one final outlet, but the picture evidence of machines without cowlings suggests otherwise.

Second, if the instrument trainer is modelled then the ply hood slides rearwards on two rails, which need to be added from sprue.

Finally the wings could do with thinning by about 1/16 inch (say by using a vac-form technique on a sheet of wet'n'dry). I failed to do this and whilst not at all disappointed by the result, it does mean that my kit is a little too chunky.

Conclusion and Recommendation

Buy one and try it! At £7.50 it's a steal. An ideal introduction into limited run and a tempting project for first attempts at detailing an engine bay with the cowlings off. All with the added advantages of some exotic finishes.

My thanks to A-Model for a super kit.

Simon Snape





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Albatros D.Va

Technical Data

Scale: 1/72nd
Price: £3.99
Kit No.: 7019
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Beige
Type: Injection Moulded Plastic
Parts: Plastic 32
Decal Options: 2 (Jasta 61 & 62)
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models & Hannants



The Kit

A single sprue in good quality light brown plastic carrying all the injection parts is contained with the instruction sheet and decals in a well printed cardboard box. All components are crisply moulded, well defined, completely without flash or apparent mould lines. Great finesse has been used to represent the moulded ply monocoque fuselage halves, the struts and other fittings. The sag of the wood and fabric wing upper surfaces is well executed with acceptably fine trailing edges and the same technique has been applied to the lower wings. Fortunately there has been no attempt to represent the texture of fabric, which in this small scale inevitably tends to be over-done, and should, therefore, not be regarded as a detriment.

Instructions

These are about as good as you are likely to get from any main stream manufacturer. They comprise a three page leaflet with multi-lingual potted history, paint reference (for Tamiya, Humbrol, Revell, Testors and AeroMaster), parts identification diagram, four-stage construction diagram with colour notes and pictogram guides and two four-view decal and paint diagrams. Clear, concise and well presented the instructions could be improved with the inclusion of scale diagrams and template guides for setting the upper wing. They do, however include basic rigging diagrams correctly showing the aileron wires connecting to the lower wing.

Construction

The recommended sequence is entirely logical. It commences with the cockpit and engine area, and follows successively with completing the fuselage, tail and lower wing attachment, strutter and upper wing, concluding finally with the undercarriage.

Preparation may be limited to cleaning up the sprue attachments to each part, but I chose to remove the sagging fabric effect from the lower wing surfaces using a curved Stanley knife blade, and refine the trailing edges at the same time. Rib lines were scribed on after sanding down lightly to restore the surface. I did this, because

the lower wing surfaces have a concave section with the fabric taut rather than sagging and the ribs seem inset not raised. This is my only (very minor) criticism of the kit, but it is easily corrected.

Struts and engine parts are moulded with such finesse that great care must be taken when detaching them from the sprue or they will break.

The cockpit seat, rudder pedals and joystick are accurate as supplied. The D.Va had minimal instrumentation, without a conventional instrument panel, which is well illustrated in Albatross DVa German Fighter of World War I from the 'Famous Aircraft of the National Air And Space Museum 4' (ISBN 0-87474-633-7), which was published in 1980 and probably now only available second hand.

This invaluable guide shows that the gun butt rests on a transverse stiffening tube with ends sharply down-swept to engage the upper longerons. Between the gun butts was a large rev counter and at the lower port side of the tube a small wooden panel carried the fuel valves. Fuel pressure and oil pumps were mounted on the cockpit side wall adjacent. Electrical

the addition of any additional external details). As always it pays to paint the model and apply decals before attaching the upper wing and this was done using, mostly, Tamiya acrylic paints.

Fit is very good and only small amounts of filler were required to blend the lower wing attachment and the under fin at the tail completely.

There are plenty of general references available to produce an assembly jig to ensure correct upper wing alignment since the scale size of the struts means that attaching the upper wing is a very delicate operation. Alternatively if you are confident and have steady hands, you could take a gamble. Attach the outer struts to the upper wing so that they are vertical to the spar; the cabane struts to the fuselage and allow them to semi-set to roughly the correct angle shown on your scale plans. Next apply pinhead drops of glue (Revell* Contacta) to the exposed strut ends and then offer the upper wing up to the main assembly, locating the outer struts in the lower wings before engaging the cabane struts into the top wing sockets. If the sockets are carefully

Decals

Excellent and comprehensive decals, which include strut markings, data blocks etc., are provided. The carrier film is neatly trimmed around the larger decals and almost invisible against a surface sprayed by Tamiya clear gloss.

They exhibit some fragility, however and, because they are so thin, can curl easily when applied if care is not taken sliding them from the carrier. Their tolerance to Micro-Sol products is also in question. Eagle eyed readers will notice that the upper wing crosses are too far inboard. They were the first decals applied, with Micro Sol. The first adhered to the surface instantly and when attempts to slide it into correct position were made the decal lifted the Tamiya paint off the wing surface. This may be due to trying to apply the decals before the clear varnish had had sufficient time to cure, but subsequent decal application, without Micro Sol, on other parts, which had been varnished at the same time, was accomplished without this difficulty. In the event the decals conformed so well that the use of decal agents is redundant

Decal Rating = (a cautious) 8/10.



system switches were situated on the port side of the cockpit.

The area in front of the pilot is open to the firewall and this can be remedied by fabricating two ammunition cans, (rather like a set of lungs) each with separate feed to the right hand side of the breech of the gun above it. Behind the port ammunition can, in front of the pilot's left foot, was a smaller can about half the fuselage width, which contained the empty cartridge belts from the port side of each gun breach. I added as much of this detail as I could, mostly fabricated from scrap, together with the operating handle for the radiator, which hangs down from the upper wing to the right of the starboard gun butt and the tail surface control horns. The small crescent shaped windscreen required must also be made from scratch and should have a tiny hole, left of centre, so that the pilot could see forward if the screen became obscured by engine oil!

(The review photograph shows the kit finished as supplied before rigging and

drilled out with a drill sized to the pins on the struts to ensure engagement, and a little play, and the assemblies and struts are accurate enough to align automatically.

Colour Options

Eduard supply decals and information to complete D.2343/17 of Jasta 61, which has green and mauve camouflaged upper wings with blue undersurfaces and a varnished natural ply fuselage, or Lt. Max Nather Balatre's all black fuselage machine of Jasta 62. Given the varied reference available and aftermarket products any D.V or D.Va may be produced from the kit which also includes the headrest seen on some machines, but often removed in service.

Accuracy

The kit matches plans available to me exactly and looks in correct proportions when compared to photographs of the original.

Conclusion and Recommendation

A splendid kit and a real joy to build! Given care, a very light, steady pair of hands and a reasonable amount of experience a very fair result should be obtained by any keen builder.

This is a reasonably priced model of an attractive and well known aircraft, which is capable of considerable enhancement. It is highly recommended. I do hope it proves a popular addition to every WWI enthusiast's collection and Eduard are encouraged to produce a Pfaltz D.III and Sopwith Dolphin to the same standards (hint, hint!)

Sincere thanks to Eduard M.A. for the review sample.

Simon Snape

Bristol Beaufighter Mk I 'Night Fighter'

Technical Data

Scale: 1/72nd
Price: £15.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 60, Clear 8
Options: White metal exhaust stacks
Decal Options: 2 (604 & 25 Squadrons)
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang



The Kit

As usual, the box is fairly impressive, with the box top art depicting a Mk I of No. 604 Squadron cruising the night sky with either a sunrise or a sunset in the distance. Nice. On opening, we find the kit presented on nine sprues of the standard medium grey plastic with one sprue of clear. The mouldings have the usual, high quality, crispness we associate with Hasegawa, with finely recessed panel lines, sharp edges and no flash. In my example a set of metal 'hedgehog' exhausts were included but, apparently, the UK imports will not include these. The main parts are identical to their previous Mk VI with only a couple of sprues carrying the alternative parts. Inevitably, this leads to inaccuracies, but more of that later.

Instructions

Typically Hasegawa, a single, long sheet folded to give several pages. The construction is broken down into nine clear stages although there are a couple

of errors, but I shall deal with them in the next section. The colour and decal guide is typically clear, including stencil locations.

Construction

The Beaufighter Mk VI was covered in detail by Messrs. Franks and Benstead in Scale Aviation Modelling International Vol 4 Iss 8, so I won't go into too much detail.

You guessed it, we start in the cockpit. Where else? The same comments apply here, namely bare and inaccurate with decals for instruments. Not exactly state of the art, is it? The fit of the major components is quite good with minimal filler required at the fuselage join and the gun tray on the underside. The forward part of the fin is moulded separately so that a Mk X can be made at a later date from the same basic kit. As was Mr. Benstead, I was a little dubious about the fit of this piece but I needn't have worried as it was a near perfect fit.

The wings were constructed next. These were fitted together after opening up the necessary holes in the leading edge. The wings were then attached to the fuselage as were the tailplanes. A very good fit. The engine cowls were assembled next and this is where the small inaccuracy comes to light. The cowls have bulges moulded on to represent the blisters allowing for the push-rods of the later, more powerful Hercules engines. The Mk I, however didn't have these blisters and so they need to be sanded off. No mention is made of this in the instructions. Once the excellent undercarriage was assembled, the model was ready to paint.

Accuracy

The parts were checked using plans drawn by G.R. Duval and were found to be extremely accurate, the only discrepancy being that the fuselage is slightly short, but only by about 1mm. What more can I say. Top notch old chap.

Colour Options

Two options are given and (this quote has been done to death) 'you can have any colour as long as it is black' (apologies to Mr. H. Ford). Option one is for NG-F of No 604 Sqn, and option two is for ZK-O of No 25 Sqn, RAE. Research shows that NG-F didn't carry the mast, so leave it off.

Decals

These are of the usual Hasegawa standard with perfect register and thick, glossy film. They were applied with Micro Sol and Set and showed no adverse reactions.

Decal Rating = 9/10.

Conclusion & Recommendation

A very good kit of a neglected variant of this well known aircraft with minor faults. It is a bit pricey, you won't get much change out of twenty quid, and for that price I would expect a very good interior. That said, it is a cracking kit and is probably the only way you will get a Mk I without converting a later mark. Highly recommended to the more frivolous among us.

My thanks to Amerang Ltd for the review sample.

Gordon King

Photograph by Alasdair King



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Douglas DC-3

Technical Data

Manufacturer: Doyusha
Scale: 1/100th
Price: £TBA
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 47 (White), 15 Clear
Decal Options: 1
Manufacturer: Doyusha Model Co., Ltd.
Obtain in UK via: Euro Models.

The Kit

Moulded in white plastic, this kit is a re-issue with revised decals. There are finely engraved panel lines and no flash was evident. The clear parts were a little milky and thick. There are extra parts for a ski equipped version.

Instructions

Printed on both sides of a large sheet of paper, one side is taken up with translations and a parts breakdown, the other with exploded construction views which are easy to follow. A separate sheet contains decal placement and painting diagrams for this

version and the release that contains Ethiopian Airlines decals (not included).

Construction

This is fairly straightforward, the lower wing to fuselage fit needing trimming and then a little filler to get it flat. The cowls are a terrible fit needing to be reamed to fit over the wing/engine front. The undercarriage is very delicate and was difficult to get square due to non-existent mounting points

Accuracy

It looks to be one of the more accurate offerings of this aircraft. The tail looks a little oddly shaped around the apex but the nose is fairly good and the cockpit area looked accurate when compared to photos

Length: real is 64ft 6 in (774 inches - 1/100 = 7.74in), kit is 7.75in.

Span: real is 95 feet (1140 inches - 1/100 = 11.4in), kit is 11.5in.

So it is well within scale.

Colour Options

Silver flying surfaces with a bright blue undersurface, white upper fuselage and dark blue engine nacelles. Luckily I was able to use the colours listed on the instructions. Gunze

Sangyo being the chosen range. The Light Blue (H323) looked accurate, but the Dark Blue on the nacelles (H328) is not a match for the decals and ruined the look of the finished model.

Decals

Only one option, N41447 of SMB Stage Lines. A pretty colourful scheme which looked good on the backing paper; unfortunately the clear areas on the cheatlines for the cabin windows did not actually match the kit windows, both sides of the plastic being visible in some places. This made it difficult as the windows are in the dark blue area which the stated

paint did not match. The decals adhered well and sunk into the panel lines with nothing more than a gentle press.

Decal Rating = 6/10.

Conclusion & Recommendations

A very easy build with a colourful scheme. If you can match the dark blue it would look a whole lot better though! Recommended for beginners and experienced modellers alike

My thanks to Euro Models for the review sample.

Paul Gold



Dassault Rafale M

Technical Data

Scale: 1/144th
Price: £2.95
Kit No.: D4033
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 56, Clear 1
Decal Options: 2
Manufacturer: Revell AG
Distributor: Revell®, Binney & Smith (Europe) Ltd



The Kit

Moulded in grey plastic, very fine detailed parts, with very thin engraved panel lines. The only fault at first glance is the canopy, which is bagged loose with the rest of the plastic and therefore prone to scratching.

Instructions

The usual A5 size booklet, seven pages of clear construction diagrams and two pages of painting/decal diagrams. These latter items are in Revell's usual 'nearly 1/144th' scale. The colour plan is usual with Revell paints and mixing instructions which is a pet hate of mine, as there are many paints available ready mixed.

Construction

Very straightforward, some parts have arrows scratched into the surfaces to show direction of fit, a really helpful idea. All parts fitted very well with no filler needed anywhere. This kit was a real joy to build. The cockpit is very detailed, and although it causes eye strain in this scale, it looks great when painted.

Accuracy

The kit measures out at span 7.5cm and a length of 10.6cm. The real thing is span 10.90m length 25.30m so is spot on in scale. It sits at the correct angle and I couldn't find anything that looked wrong no matter how hard I looked.

Colour Options

Only one option is shown on the painting diagrams, this is a mix of two Revell paints 60% grey (No. 374) and 40% white (No. 5), I opted to use Humbrol 127 which to my eyes matches the photos I have. I did think that the prototype, which is one of the decal options, was painted in two slightly different shades but I couldn't find any decent photos to confirm this

Decals

The decal sheet is quite large for something this size; printed in semi gloss with many very small stencil decals. All are in register except for the yellow of the naval roundels and you can read the smallest with a microscope. Options are for prototype M02 and an M model of Flotille 12F, number 45, which is the one I chose. The decals adhered

very badly to a gloss surface and some even seemed to have no glue on them at all. I resorted to using Johnson's Klear on the decals to hold them down. I am hoping this is an exception on the review sample.

Decal Rating = 4/10.

Conclusion & Recommendation

One of the best 1/144th kits I have ever built. I used no filler and the detail is exceptional. Everything about this kit just shouts 'quality' - except the decals! Recommended to all modellers who know how to deal with bad decals. I can imagine the disgust of a youngster who can't get the decals to stick.

My thanks to Revell®, Binney & Smith (Europe) Ltd for the review sample

Paul Gold



Thank You

Scale Aviation Modeller International would like to thank Revell®, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 2000.



Thank You

Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their LifeColor range for use by the review team throughout 2000.

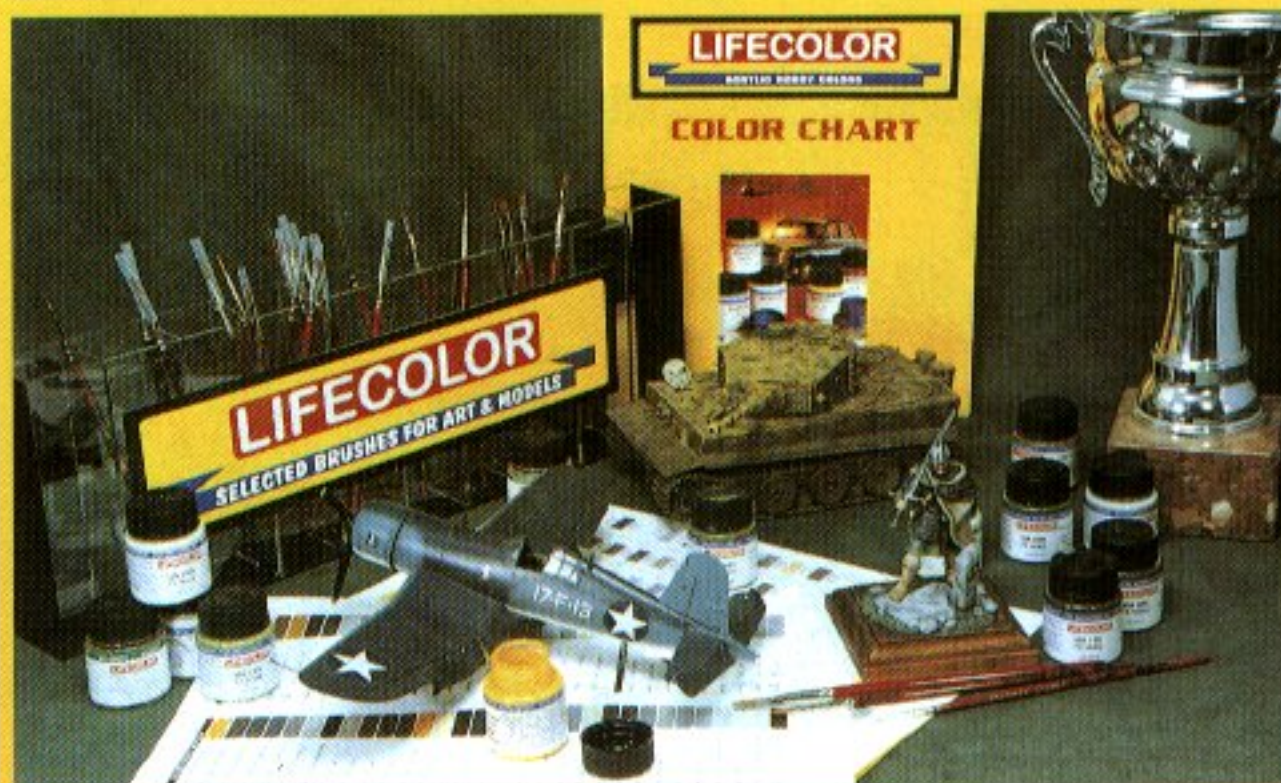


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News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

Neomega

1/72nd Scale
Kamov Ka-52 cockpit (Italeri) (£10.00) [r]

Cobra Company

1/48th Scale
48019 F-105D Weapon Set - Vietnam 1967 (Monogram) (\$21.95) [r]
48020 Mil-24 Hind F Gunship Conversion (Monogram) (\$24.95) [r]
48021 Russian Combat Weapons Set #1 - Mil-24 (\$18.95) [r]
48022 Russian Combat Weapons Set #2 - Mil-24 (\$18.95) [r]
48023 Russian Combat Weapons Set #3 - Mil-24 (\$18.95) [r]

Hasegawa

1/48th Scale
X48-B Aircraft Weapons: D US Smart Bombs & Target Pods (£TBA) [im]

Seamless Suckers

1/72nd Scale
SS-21 F-4 Phantom Intakes (Hasegawa) (£8.00) [r]
1/48th Scale
SS-17 F/A-18 Hornet Intakes (Hasegawa) (\$12.00) [r]
SS-20 F-15 Eagle Intakes (Revell®) (\$10.00) [r]

Airwaves

1/72nd Scale
AC72-215 Buccaneer Wing Fold (Airtix) (£4.99) [eb]
1/48th Scale
AC48-099 F-4 Phantom Wing Fold (Hasegawa) (£3.99) [eb]
AC48-101 Buccaneer Wing Fold (Airtix) (£5.99) [eb]
SC48-078 F-86E Slatted Wing Drop/Slat (Tamiya) (£TBA) [r]

C&H Aero Miniatures

1/48th Scale
Republic F-105B Conversion (Monogram) (£TBA) [r]
N.A. F-100F Conversion (Monogram) (£TBA) [r/v]

Dangerboy Hobbies

1/48th Scale
TBM/TBF Wing Fold (Accurate Miniatures) (£TBA) [r]

Custom Aeronautical Miniatures

1/32nd Scale
R32-037 F-14D Conversion (Tamiya) (\$39.95) [r/eb]

Obscure Aircraft

1/72nd Scale
OBS72001 - F9F-2/3/4/5 Ejection Seats (Hasegawa or Matchbox) (£TBA) [r]
OBS72002 - A-6B Mod 1 Iron Hand Intruder Conversion (Fujimi) (£TBA) [r]
OBS72003 - Jet Provost T Mk 5/5A Cockpit Detail Set (Airtix) (£TBA) [r]
1/48th Scale
OBS48001 - F6F-3/5 Hellcat Corrected Cowling (Hasegawa) (£TBA) [r]
OBS48002 - F8F-2 Bearcat Corrected Cowling (Hobbycraft) (£TBA) [r]

J. Rutman

1/32nd Scale
Junkers Ju 87G-2 Conversion (Revell®) (\$45.00) [r/wm]
P-47 Cockpit Set 'Bubbletop' (Revell®) (\$26.00) [r/eb]
P-47 Cockpit Set 'Razorback' (Revell®) (\$26.00) [r/eb]
P-47 Corrected Cowling (Revell®) (\$14.00) [r]
P-47 Dorsal Fillet (Revell®) (\$2.00) [r]
P-47 Main Wheels 6-Spoke (Revell®) (\$6.00) [r]
P-47 Corrected Gun Ports (Revell®) (\$2.50) [r]
P-47 Wheel Well Set (Revell®) (\$23.00) [r/wm]
Me 262 Wheel Well Set (Revell® or Hasegawa) (£18.00) [r]
Fw 190A Wheel Well Set (Hasegawa) (\$17.95) [r]
Fw 190A Wheel Opening Correction (Hasegawa) (\$4.00) [r]
Ju 87B and Early D Siren and Siren Propeller Set (Revell®) (\$8.00) [r]

C&H Aero Miniatures

1/48th Scale

Subject: F-106B

Scale: 1/48th

Product No.: N/A

Type: Conversion

Designed for: Monogram kit

Parts: Resin 12, Vac-formed Clear 1

Also includes: Decals (Not Shown)

Price: STBA

Includes: Upper forward fuselage, rear cockpit tub, instrument panel, coaming, control column, ejection seat and canopy surround in resin, plus a new vac-formed canopy. This set also comes with a set of decals, but we can't show them here as our example was an early one and was sent prior to the decals being available.

Conclusion

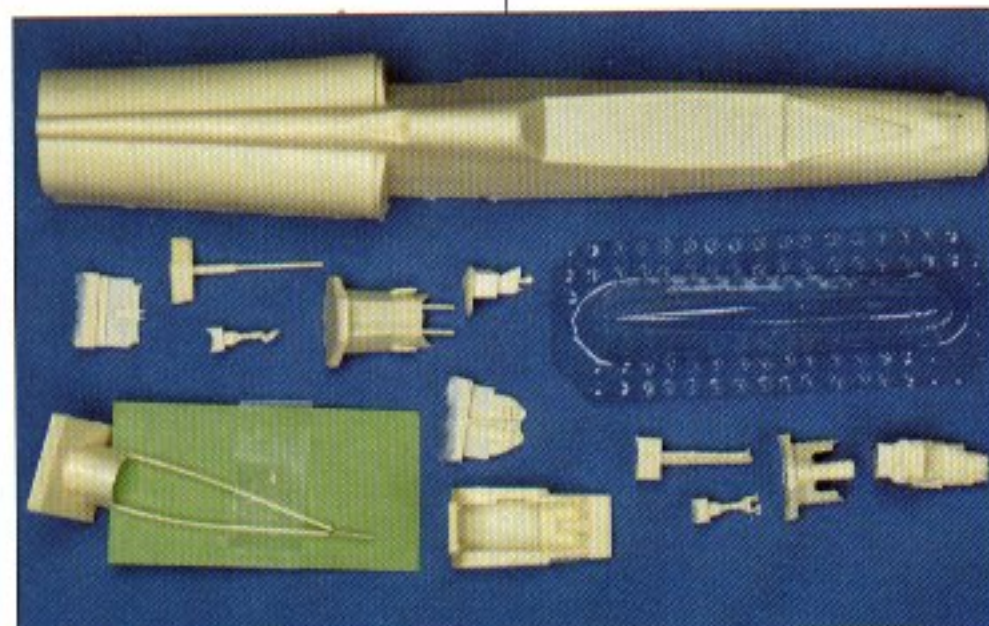
With the reissue of the F-106 kit by Monogram, this conversion could not have come at a better time. The resin components are very well cast and the canopy is nice and clear, although you only get one. UK modellers will have to

contact C&H directly, as far as we are aware there is no UK stockist at present.

Our thanks to C&H Aero Miniatures for the review sample.



F-106B



The F-106B conversion

Vintage

1/72nd Scale

Subject: Aermacchi MB.339C

Scale: 1/72nd Product No.: N/A

Type: Conversion

Designed for: Super Model kit

Parts: Resin 11

Price: £TBA

Includes: New 'tub', instrument panels and ejection seats for the cockpit, plus a revised nose cone and vertical fin/rudder for the exterior.

Subject: Aermacchi MB.339CD

Scale: 1/72nd

Product No.: N/A

Type: Conversion

Designed for: Super Model kit

Parts: Resin 9

Price: £TBA



Aermacchi MB.339C

Includes: This set is identical in replacement parts to the previous one, the only way it differs is in the instrument panels.

Conclusion

These are simple yet effective conversions. The commonality of parts seems a bit odd, as surely both sets could have been offered



Aermacchi MB.339C

as one? The first set is suitable for RNZAF and Eritrea Air Force machines, while the latter is for Italian Air Force options.

Our thanks to MisterKit for the review samples. UK modellers can order these sets directly from MisterKit, as there is no UK stockist at present.

High Planes Models

1/72nd Scale

Subject: CAC Avon Sabre

Scale: 1/72nd

Product No.: 72045

Type: Conversion

Designed for: Fujimi or Hobbycraft kits

Parts: Injection Moulded Plastic

Also includes: Decal Sheet

Price: Aus\$18.00 (£10.00)

Includes: Fuselage halves and nose intake ring in limited-run injection moulded plastic. The set also contains a decal sheet offering markings for RAAF (x6) and Malaysian Air Force (x2) options and a complete set of stencils.

Conclusion

A neat and effective conversion that is achieved in the simplest manner by HPM. The injection moulded parts have

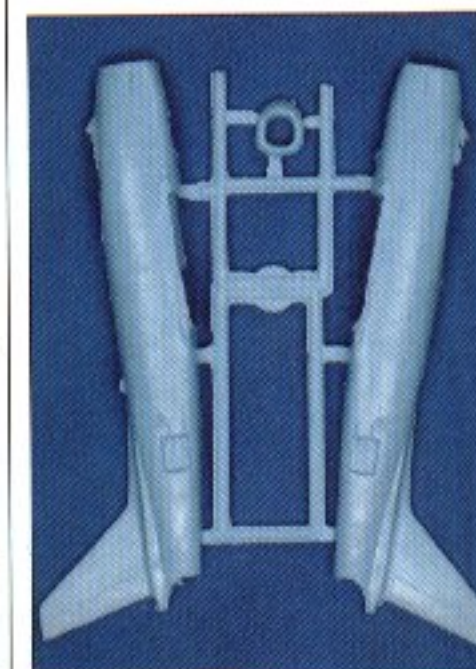
recessed panel lines, although some thinning down of the interior of the fuselage halves will be needed I suspect to fit the donor kit's interior in. The decal sheet is excellent, and even if you go for the RAAF options on your conversion, I am sure you will find the Malaysian markings very useful elsewhere.

Our thanks to High Planes Models for



The excellent decal sheet from 72045

the review samples. UK modellers can obtain this range from E.D. Models and Hannants.



The components of 72045

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Airwaves

1/72nd Scale

Subject: RN Helicopter Flight Deck

Scale: 1/72nd

Product No.: AC72-211

Type: Accessory

Designed for: N/A

Parts: Etched Brass 50

Price: £5.99

Includes: The circular grid for the Type 42 Destroyers, Type 22 Frigates and Amazon Class Frigates, plus the rectangular grid for the Type 23 Frigates and Auxiliary ships. The remainder of the parts are two-part tie-down eyelets.

Subject: Gannet Undercarriage Bays

Scale: 1/72nd

Product No.: AC72-212

Type: Accessory

Designed for: Frog, Novo & Revell® kits

Parts: Etched Brass 18

Price: £6.99

Includes: As the title states this set offers replacement main and nose wheel well inserts plus all the associated undercarriage doors and a complete set of compression links for each oleo leg.

Subject: F-4 Phantom Wing Fold

Scale: 1/72nd

Product No.: AC72-213

Type: Accessory

Designed for: Hasegawa kit

Parts: Etched Brass 4

Price: £2.99

Includes: This set includes the hinged sections of the outer wing panels for the Phantom as well as hinges themselves for each.

Subject: F9F-2/5 Panther Cockpit & Wing Fold

Scale: 1/72nd

Product No.: AC72-214

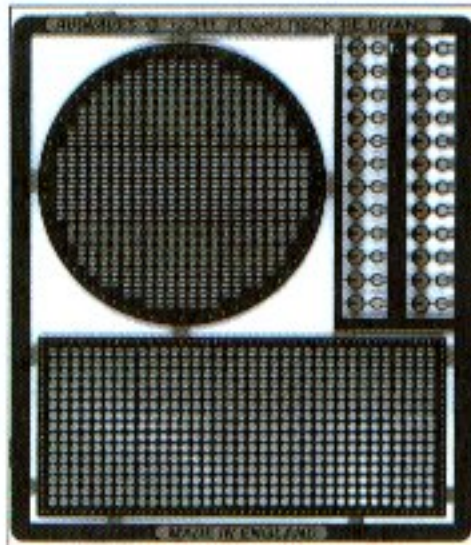
Type: Detail Set

Designed for: Hasegawa kit

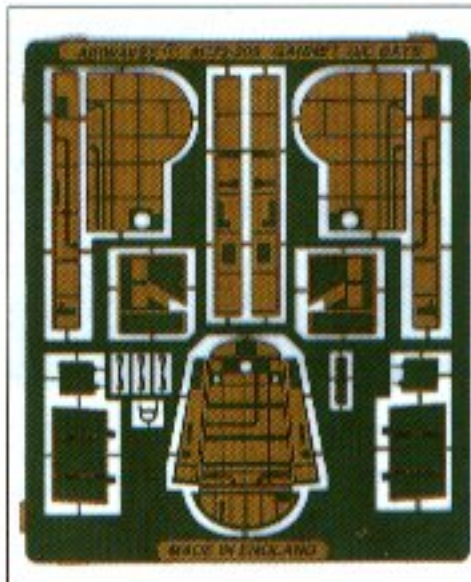
Parts: Etched Brass 39

Price: £4.99

Includes: Throttle quadrant, instrument panel,



RN Helicopter Flight Deck (AC72-211)



Gannet Undercarriage Bays (AC72-212)

side consoles, seat harness, wing fold hinges, retractable access step and the ladder used when refuelling the tip tanks if the wings were folded.

1/48th Scale

Subject: F9F Panther Wing Fold

Scale: 1/48th

Product No.: AC48-100

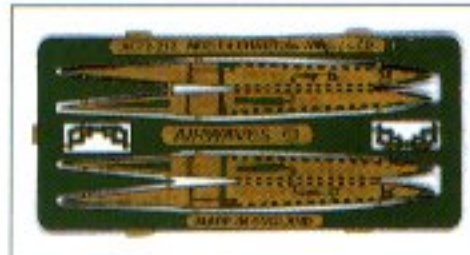
Type: Detail Set

Designed for: Monogram kit

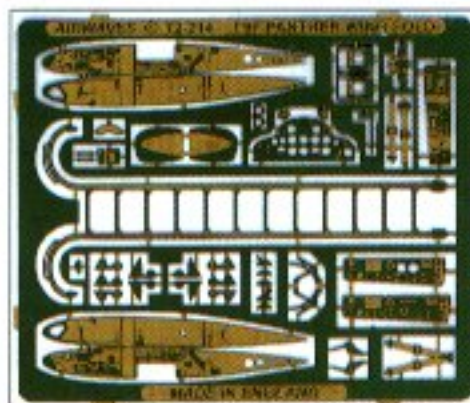
Parts: Etched Brass 23

Price: £5.99

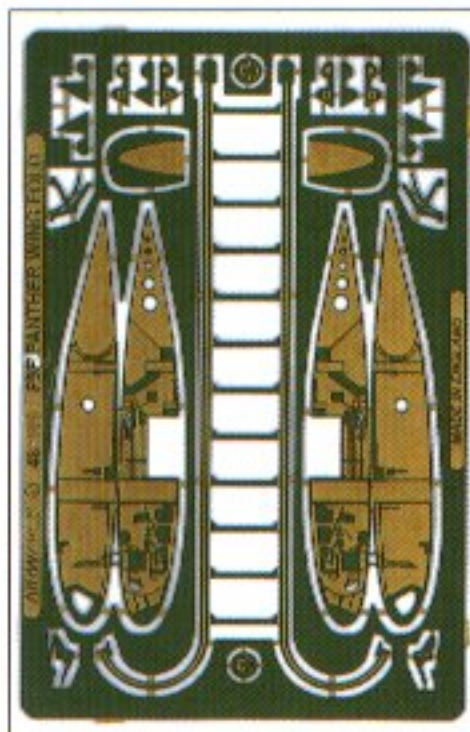
Includes: Wing fold hinges and ribs plus the ladder which was used when refuelling the tip tanks if the wings were folded.



F-4 Phantom Wing Fold (AC72-213)



F9F-2/5 Panther Cockpit & Wing Fold (AC72-214)



F9F Panther Wing Fold (AC48-100)

Conclusion

These are all excellent sets that are well produced and worth adding to the intended kit.

Our thanks to E.D. Models for the review samples.

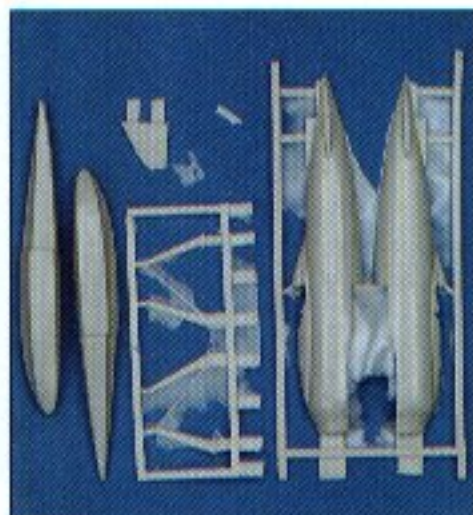
Alpha Flight

1/72nd Scale

Subject: Fiat-CMASA ICR.42

Scale: 1/72nd **Product No.:** N/A

Type: Conversion **Designed for:** MisterKit



The components of the ICR.42 conversion

Parts: Resin 7 **Price:** Euro 15 (+P&P)

Includes: Fuselage halves, vertical fin, float struts (x2) and floats.

Conclusion

Only one prototype ICR.42 was ever

constructed, but if you are into Italian subjects, then this conversion is certainly one you will want to add to your collection.

Our thanks to Alpha Flight for the review sample. As far as we are currently aware, there is no UK stockist of this new range.



ICR.42

AVAILABLE IN GOOD MODEL SHOPS

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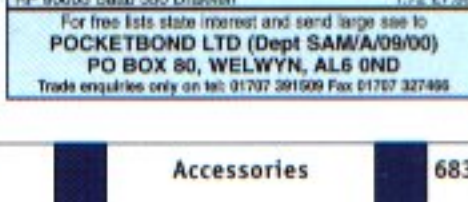
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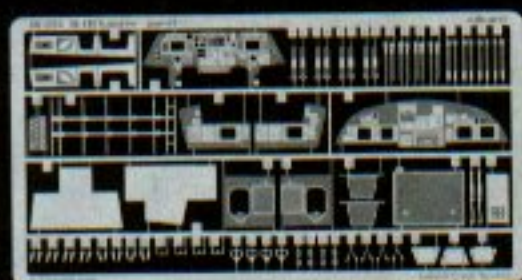
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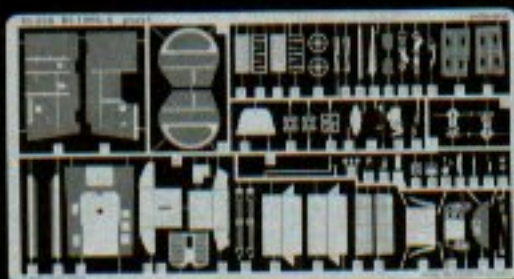
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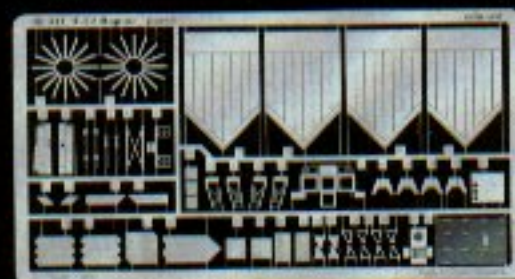
eduard



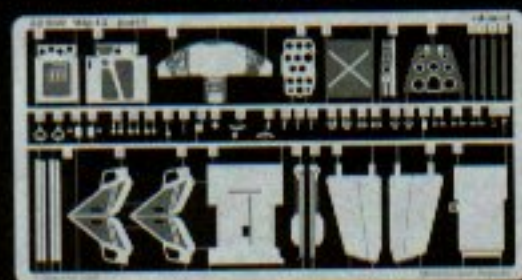
48 325 B-1B Lancer



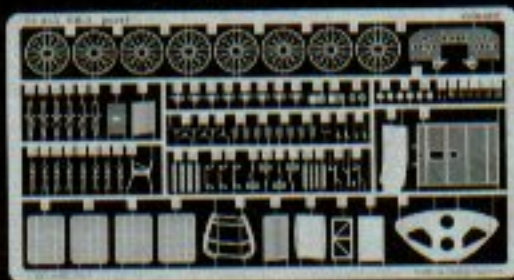
48 326 Bf-109G 6



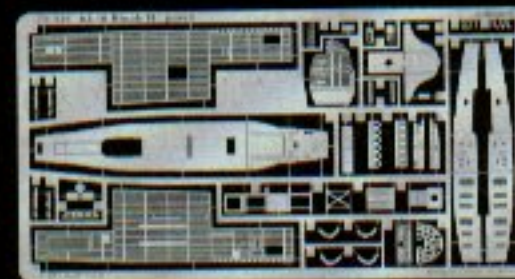
48 311 F-22 Raptor



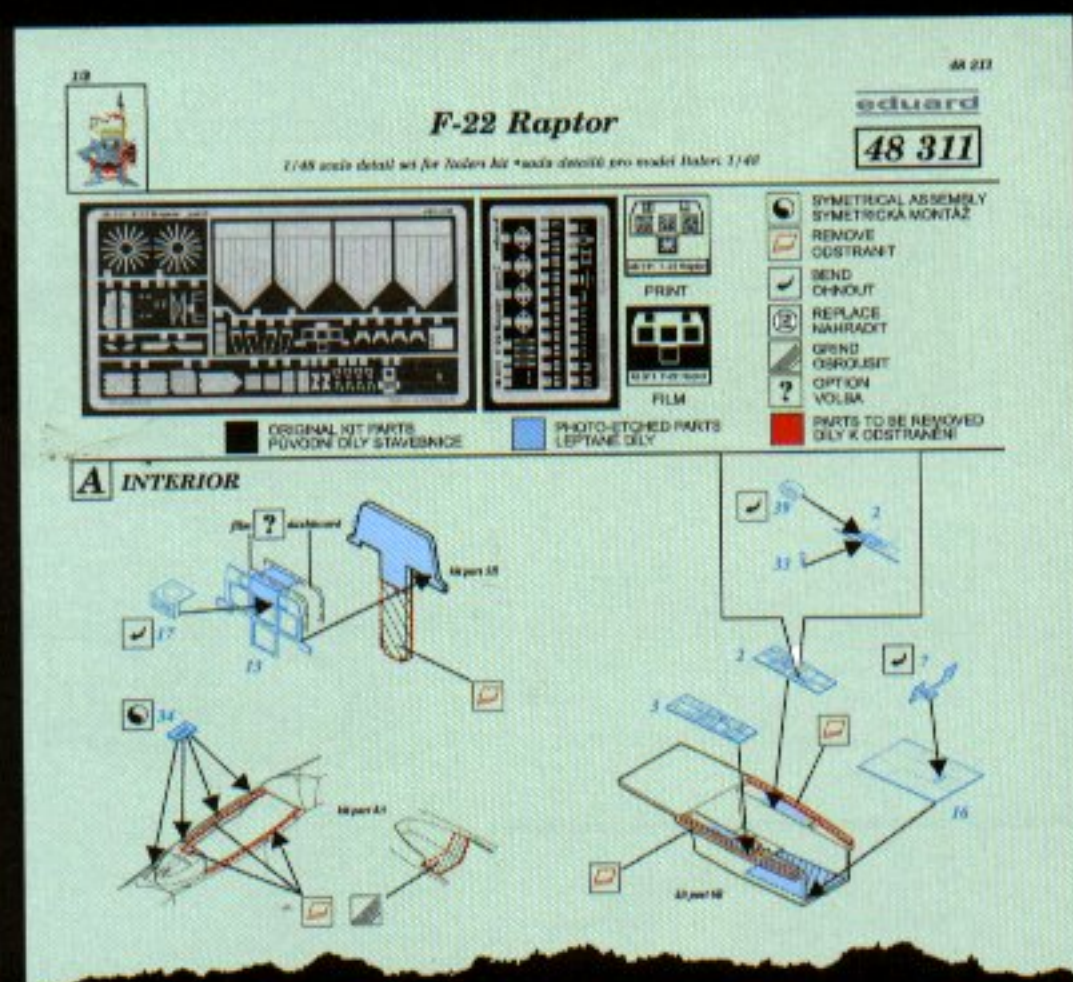
32 050 Mig-15



72 335 TB-3

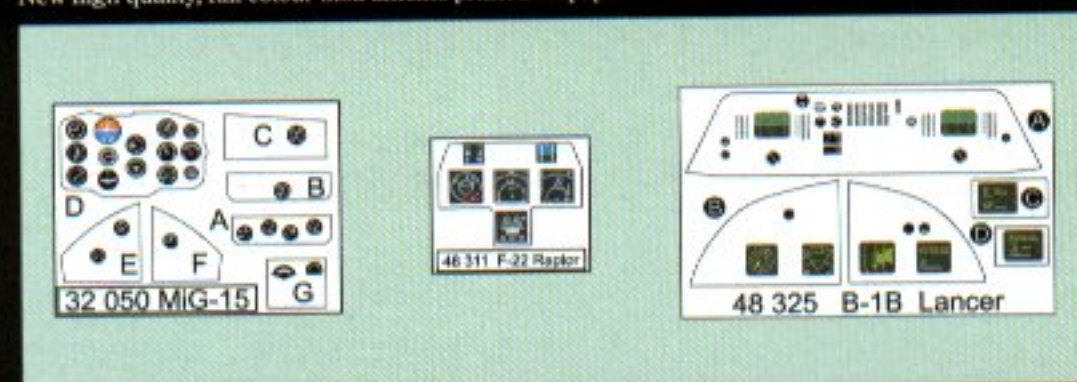


72 341 Ki-46 Dinah II



New style instructions with colour make assembly a lot easier to understand. The instructions are colour-coded and show what pieces have to be cut (red) and which pieces are photo etch (blue) and where they are to be applied.

New high quality, full colour instruments printed on paper



1/32 scale Mig 15 interior (left). The new 1/32 scale Luftwaffe seatbelts set with fully operational buckles (right).

The photo etch is still the best for landing flaps detailing. This is Ki46 (1/72) flap



Ki46 (1/72) photo-etch detailed cockpit interior



B-57 (1/72) - dashboard, panels, seatbelts. The set also contains the flaps and bomb bay details



Eduard M.A.

1/72nd Scale

'Zoom' Series

Subject: Grumman A-6 Intruder

Scale: 1/72nd **Product No.:** SS144

Type: Detail Set **Designed for:** Italeri kit

Parts: Etched Brass 38

Price: £TBA

Includes: Rudder pedals, ejection seat firing handle, canopy central console, rearview mirrors, side consoles, wheel hubs, access step details and a number of blade antenna.

Subject: McDOD AV-8B

Scale: 1/72nd **Product No.:** SS146

Type: Detail Set **Designed for:** Italeri kit

Parts: Etched Brass 39, Acetate 1

Price: £TBA

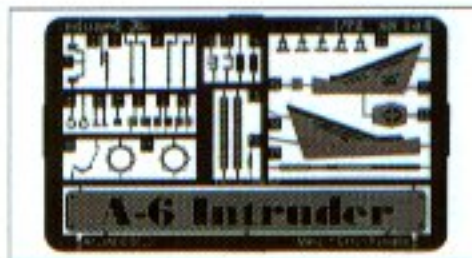
Includes: Instrument panel with acetate backing film, side consoles, rudder pedals, ejection seat harness, oleo compression links, canopy details, rearview mirrors, HUD frame and various blade antenna.

Subject: Messerschmitt Bf 110C/D

Scale: 1/72nd **Product No.:** SS147

Type: Detail Set **Designed for:** Italeri kit

Parts: Etched Brass 39, Acetate 3



Grumman A-6 Intruder (SS144)



McDOD AV-8B (SS146)

Price: £TBA

Includes: Side consoles, instrument panel with acetate backing film, seat harness, gun sights, canopy details, DF loop, radio antenna, tail wheel compression link and trim tab actuators.

1/48th Scale

'Zoom' Series

Subject: Douglas A-1J Skyraider

Scale: 1/48th **Product No.:** FE120

Type: Detail Set **Designed for:** Tamiya kit



Messerschmitt Bf 110C/D (SS147)



Douglas A-1J Skyraider (FE120)

Parts: Etched Brass 42, Acetate 1

Price: £TBA

Includes: Instrument panel with acetate backing film, side consoles, seat harness, sidewalls, rearview mirror, canopy details, crew access steps and the static wicks for each control surface.

Conclusion

Each of these sets offers some very useful details, and the limited nature of these are

News

Ju 87 Metal Main Undercarriage Legs w/o Spats (Revell®) { \$5.00 } [r/wm]

The Modeller's Weapons Shop

1/32nd

WS-26 - 610 Gallon F-4 and F-15 External Tanks { \$16.95 } [r]

NOTE:

Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known price and those in [] indicate the medium used as listed below

Key

ac = Acetate

br = Brass

dec = Decals

eb = Etched Brass (or Steel)

gl = Glass

i = Injection Moulded Plastic

ma = Die-cut Mask

p = Plastic (Soft)

r = Resin

vf = Vac-formed Plastic (or Clear)

wm = White Metal (or Pewter)

such that they should appeal to both experienced and inexperienced modellers alike.

Our thanks to Eduard M.A. for the review samples.

Brigade Models

1/72nd Scale

Subject: Spitfire Mk XII

Scale: 1/72nd **Product No.:** BMK 003

Type: Conversion

Designed for: Italeri kit

Parts: Injection Moulded Plastic 11

Also includes: Decals

Price: £12.99

Includes: This set is designed for the Italeri Spitfire Mk Vb kit, and comprises new fuselage halves, upper wing panels, spinner and propeller blades and two styles of vertical fin and rudder (only one of which is used in this conversion). The set also contains a decal sheet that offers markings for MB794 (No. 41 Sqn), MB831 (No. 91 Sqn), MB858 and MB882 (No. 41 Sqn) and EN237 (No. 41 Sqn).

Subject: Seafire Mk XV

Scale: 1/72nd **Product No.:** BMK 005

Type: Conversion

Designed for: Italeri kit

Parts: Injection Moulded Plastic 11

Also includes: Decals

Price: £12.99

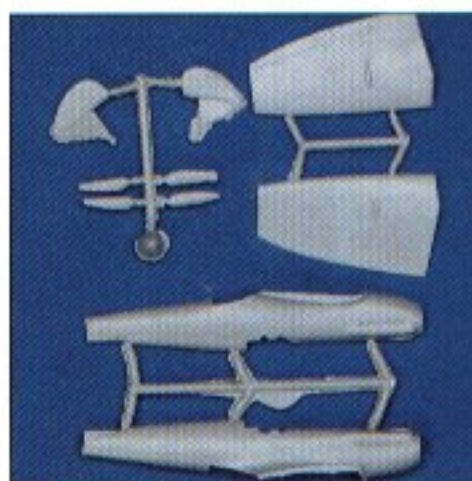
Includes: This set is also designed for the Italeri Spitfire Mk Vb kit, and seems identical to the previous one, although it only shares one common sprue. The new parts include fuselage halves, upper wing panels, spinner and propeller blades and two styles of vertical fin and rudder. Once again only one of the latter items is required for this conversion, and that final sprue is the one in common with both conversions from Brigade. A decal sheet is included offering markings for SW912 (No.804 Sqn), SR537 (No.801 Sqn) and SW813 (No.738 Sqn).

Conclusion

The subject matter will be of interest to many, and the conversions themselves are



The decal sheet from BMK 003



Components of the Spitfire Mk XII conversion (BMK 003)

well executed. The inclusion of so many decal options is nice, but the modeller must pay close attention to the instructions, as a number of smaller items need to be made from scratch.



Components of the Seafire Mk XV conversion (BMK 005)



The decal sheet from BMK 005

Our thanks to Brigade Models for the review samples.

Create 301

1/48th Scale

Subject: 20mm Cannon Barrels for N1K2-J

George

Scale: 1/48th **Product No.:** N/K

Type: Accessory **Designed for:** Hasegawa kit

Parts: Brass 4

Price: ¥TBA

Includes: What you get in this set is four beautiful replacement cannon barrels for the Hasegawa kit. They are hollow and have flared ends and the simple instructions show the correct length of each once they are installed.

Subject: 20mm Cannon Barrels for A6M Type 22 & 52 Zero

Scale: 1/48th **Product No.:** N/K

Type: Accessory **Designed for:** Hasegawa kit

Parts: Brass 2

Price: ¥TBA

Includes: This set offers the same quality replacement cannon barrels as the previous one. This time you get just two barrels, but once again the instructions clarify their correct length once installed.

Conclusion

These are high quality products from Create 301, and will certainly add quite a lot to their intended subject. As yet there is no UK stockist of this excellent range, so all enquiries should be made directly to them.

Our thanks to Create 301 for the review samples.



20mm Cannon Barrels for N1K2-J George



20mm Cannon Barrels for A6M Type 22 & 52 Zero

Omega-K

1/72nd Scale

Subject: KrAZ-225L Russian Fuel Tanker

Scale: 1/72nd

Product No.: 72011

Type: Accessory

Designed for: N/A

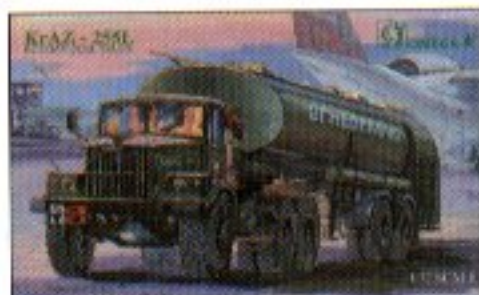
Parts: Injection Moulded Plastic 135, Clear 7

Price: £TBA

Comments: Although not an accessory in the true sense, this style of refuelling truck was a common sight on Warsaw Pact airfields through the 1970s and 1980s. This new kit from Omega is well moulded with good detail and no flash. The level of detail is most impressive in this small scale and the instructions even include painting references by Model Master paint codes. The only let-downs are the clear parts, which have a distinctive brown tinge to them, and the decal placement guide. The latter lists placement by 'A', 'B', 'C' etc codes, while the decal sheet itself is coded 1 to 9?

Conclusion

Apart from the confusion with the decals, this is a great kit and one that is ideal for all Russian aircraft modellers who are considering a diorama. UK modellers can obtain the range from a number of outlets,



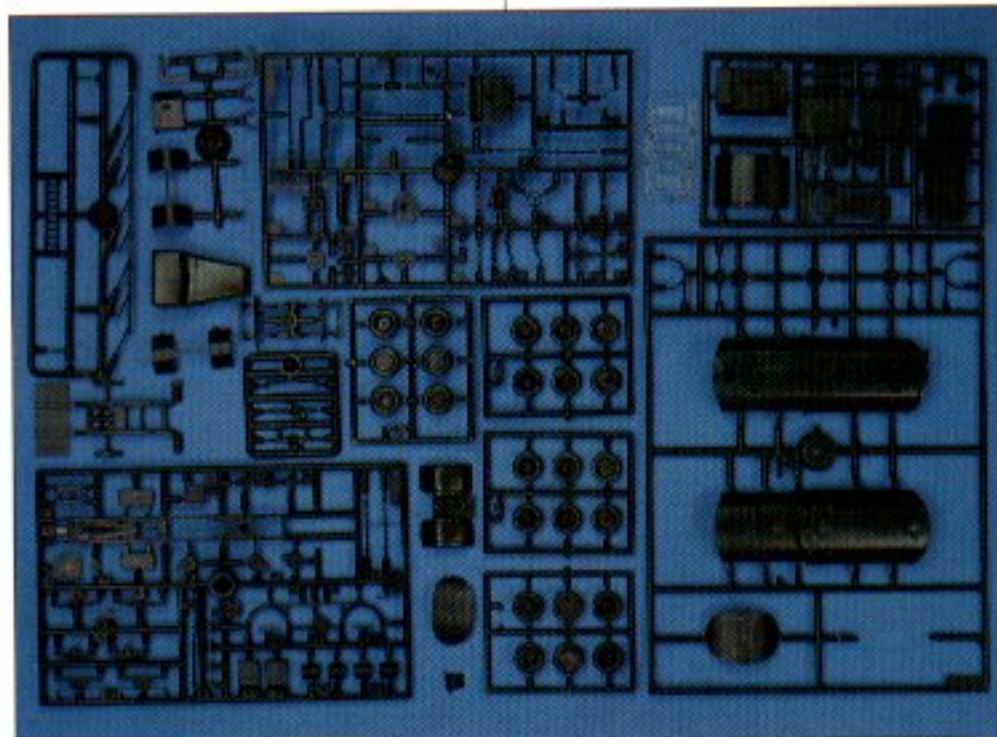
KrAZ-225L Refuelling Truck



The decal sheet

while worldwide distributors should contact International Business Group (IBG) for more details.

Our thanks to IBG for the review sample.



The contents of the kit

Airfix

1/72nd Scale

Subject: RAF Personnel

Scale: 1/72nd **Product No.:** 01747

Type: Figure Set **Designed for:** N/A

Parts: Injection Moulded Plastic (Polythene) 46

Price: £2.99

Comments: Many will be delighted to see this set back once more. Yes I know it is still moulded in bendy (polythene) plastic, but who can forget the guy casually carrying 3in rockets or the guys on 'parade' with a Browning 0.303in machine gun at slope-arms!

Subject: NATO Ground Crew

Scale: 1/72nd **Product No.:** 01758

Type: Figure Set

Designed for: N/A

Parts: Injection Moulded Plastic (Polythene) 47

Price: £2.99

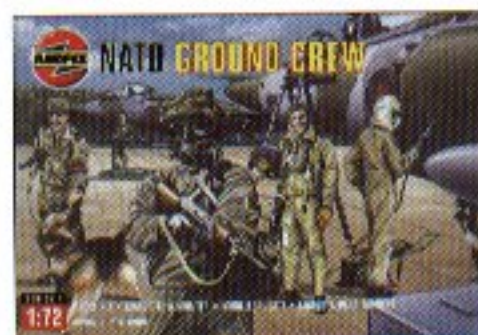
Comments: Although newer than the RAF set mentioned above, this set still includes a few odd poses in the figures. I mean, what is that guard doing ballet practice for in full NBC gear and armed with an SLR?



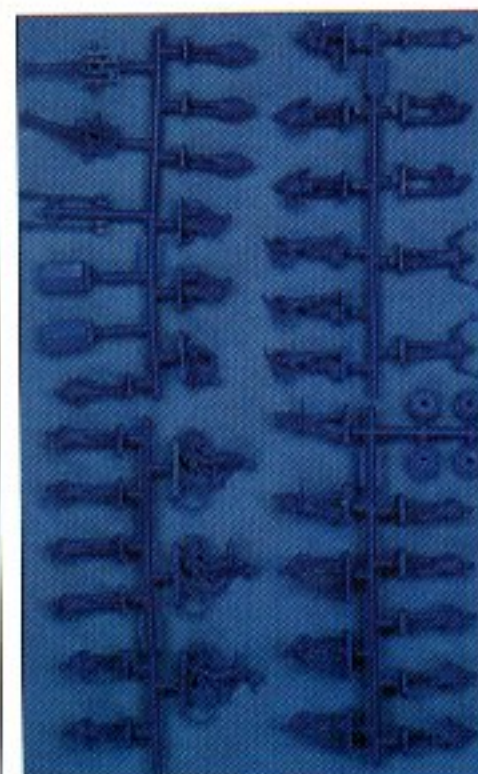
RAF Personnel

Conclusion

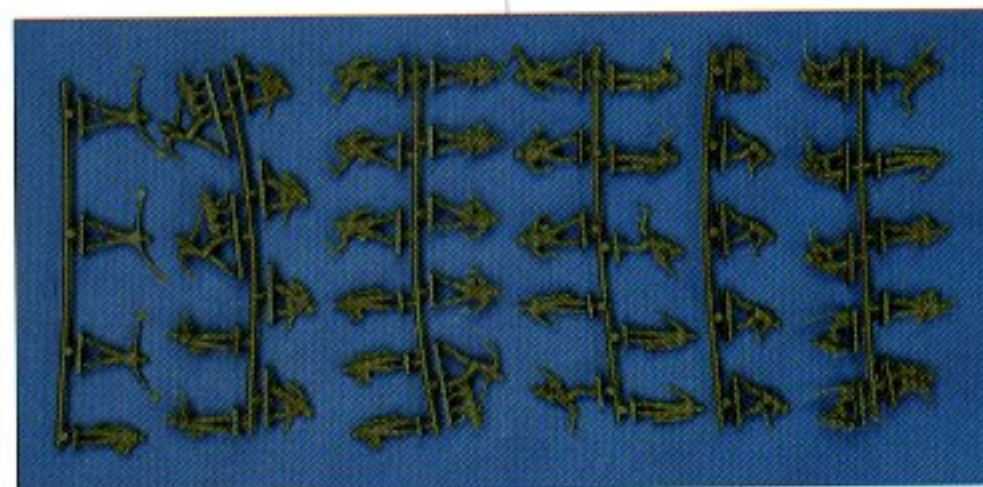
Odd poses aside, it is nice to see these sets back once again, so stock up before they disappear once more.



NATO Ground Crew



The contents of the NATO Ground Crew set



The contents of the RAF Personnel set

Custom Aeronautical Miniatures

1/32nd Scale

Subject: K-36 Ejection Seat

Scale: 1/32nd **Product No.:** R32-005

Type: Accessory **Designed for:** MiG-29

Parts: Resin 1

Price: \$11.95

Includes: A single K-36 seat with all seat harness etc moulded on.



K-36 Ejection Seat (R32-005)

Subject: ESCAPAC Ejection Seat

Scale: 1/32nd **Product No.:** R32-007

Type: Accessory **Designed for:** A-4 Skyhawk

Parts: Resin 1

Price: \$11.95

Includes: A single ESCAPAC seat with all seat harness etc moulded on.

Subject: Martin Baker Mk 10 Ejection Seat

Scale: 1/32nd **Product No.:** R32-030

Type: Accessory **Designed for:** Tornado

Parts: Resin 2

Price: \$14.95

Includes: Two MB Mk 10 seats, suitable for the Tornado, with all seat harness etc moulded on.



Martin Baker Mk 10 Ejection Seat (R32-030)

Conclusion

Each of these items is well cast with excellent detail. Some will not like the inclusion of all the seat harnesses etc, but careful painting and dry-brushing should



ESCAPAC Ejection Seat (R32-007)

bring all the detail out.

Our thanks to CAM for the review samples. UK modellers can obtain the CAM range via Hannants.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Custom Aeronautical Miniatures

1/72nd Scale
72-004 McDD F-4J Phantom - VF-21 & VF-114
72-011 McDD F-4 Phantom Hi-Vis Marine & Navy Data
72-013 McDD F-4J Phantom - VF-51 & VF-111
72-014 McDD F-4J Phantom - VF-103 & VF-11
72-018 McDD F-4J Phantom - VMFA-321 & VMFA-312

White Dog Decals

1/72nd Scale
721003 - PB4Y-2s, VPB-121, SWPA
721004 - Boeing B-17Gs 490th BG, ETO (2x B-17)
B-24J 'Playmate' & B-24M 'Queen of the Strip'
B-24J 'Flak Fied Flapper' & B-24M 'Net Result'
NAU72001 - Nose Art Upgrade 'South Sea Sinner' (\$3.95)
NAU72002 - Nose Art Upgrade 'Our Gal' (\$3.95)
NAU72004 - Nose Art Upgrade 'Southern Comfort' (\$4.95)
NAU72005 - Nose Art Upgrade 'Dragon Lady' (\$3.95)
NAU72013 - Nose Art Upgrade '5E with Breakfast' (\$3.95)
Precision Model Transfers
PMT72008 - P-61A 'Ally R' (\$10.95)
PMT72007 - P-61B-15 'Black Panther' (\$10.95)
1/48th Scale
NAU48001 - Nose Art Upgrade 'On Defence'

Scale-Master

1/72nd & 1/144th
SM-42A - Red USAF Letters and Numbers (\$5.50)
SM-43S - White USN/USMC Letters inc Ship Names (\$5.50)
Samples via - Pacific Aero Press

Orion Model Accessories

1/72nd Scale
ORD72016 - F/A-18C/D Kuwaiti Air Force
1/48th Scale
ORD48000 - F/A-18D USMC VMFA(AW)-225
ORD48016 - F/A-18C/D Kuwaiti Air Force

AeroMaster

1/48th Scale
48-487 - Israeli Barak F-16 (4x F-16)
48-500 - Phancy Phantoms Pt.I (VMFA-115 & VMFA-321)
48-506 - Century Wings: F-101B Voodoo (2x F-101)
48-507 - Century Wings: F-105G Wild Weasel (2x F-105)
48-508 - Century Wings: F-102A Delta Dagger (2x F-106)
48-509 - Century Wings: F-106A Delta Dart (2x F-106)

Leading Edge Models

1/72nd & 1/48th Scales
72.22 (48.22) - Canadian Armed forces CF-18
2000 Anniversary scheme (No.410 Sqn, CFB Cold Lake)

Liveries Unlimited

1/144th Scale
A4-153 Air 2000 Airbus A321 (\$9.50)
A4-155 Braniff Boeing 707-320C (\$8.50)
A4-G10 A320/321 Corrogard Inspar Panels (\$4.00)
1/72nd Scale
A7-015 Pan American B-377 Stratocruiser (\$12.00)
Multi-Scale
AX-001 - Engine Manufacturer Logos (\$5.00)

Airway Graphics

M7-002 C/H/KC-97 Stratotanker
[Note: 2 Sheets] (\$21.95)

T-Stoff Research Ltd

1/48th Scale
48101 - Canadair Sabres {5x Sabre} [Inc Resin Parts] (\$9.00)
48102 - Fairey Swordfish {5x Swordfish} (\$9.00)

Fantasy Printshop

1/48th Scale
FP826 - SH-3D Sea King Bu/No. 152711 '1966 Apollo Recovery' (£2.95)

Tally Ho!

1/72nd Scale
72 011 - Lockheed L10A/B Electra {5x A/C}

AeroMaster

A selection of the latest sheets from this manufacturer has been passed directly to us for review.

1/48th Scale

48-486 Stinging Hornets Pt.VII

- 1. F/A-18D, BuNo. 164245, VMFA(25)-225 'Vickings', NAS El Centro.
- 2. F/A-18C, BuNo 163719, VFA-115 'Eagles', NAS Lemoore.

Price: £TBA

48-490 Storms in the Sky Pt. XI

- 1. Typhoon, JP496, HH-W of No. 175 Squadron, Lydd, September 1943.
- 2. Typhoon Mk Ib, MM987, TP-Z of No.198 Squadron, RAF Manston, March 1944.
- 3. Typhoon Mk Ib, PD521, JBI of No. 146 Squadron, B.70 Antwerp, November 1944.
- 5. Tempest Mk V, SN228, EDM of No. 122 Squadron, B.152 Fassberg, May 1945.

Price: £TBA

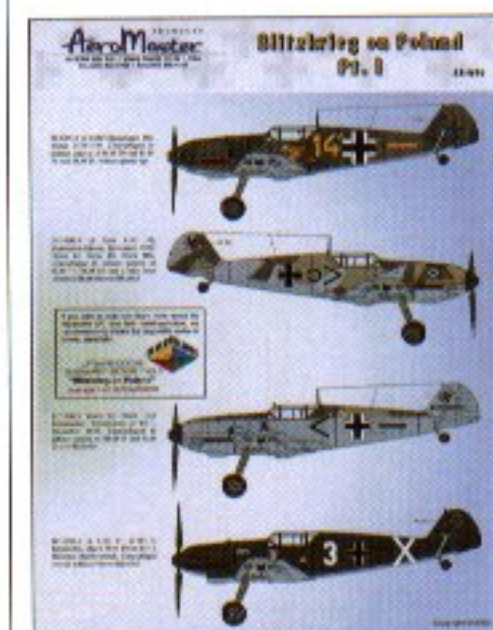
48-491 Storms in the Sky Pt. XII

- 1. Typhoon Mk Ib, JR510, FM-A, No.257 Squadron, RAF Warmwell, August 1943.
- 2. Typhoon Mk Ib, R8843, DJ-S of Tangmere Wing, September 1943.
- 3. Tempest Mk V, EJ762, JJ-F of No. 274 Squadron, B.80 Volkel, November 1944.
- 4. Tempest Mk V, SN129, SA-M of No. 486 Squadron, B.152 Fassberg, May 1945.

Price: £TBA



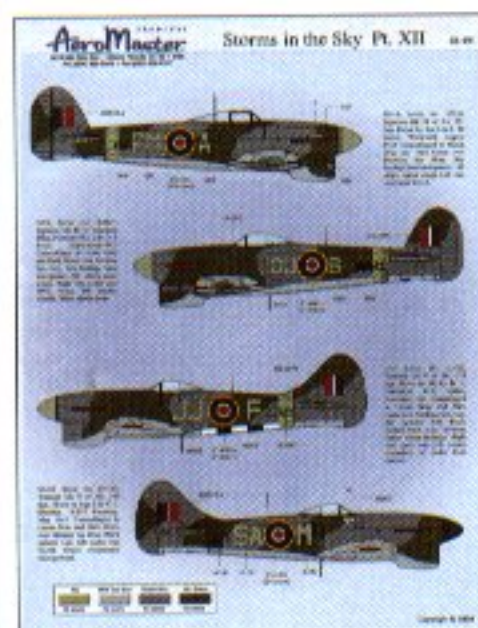
48-494 Last of the Breed



48-496 Blitzkrieg on Poland Pt.I



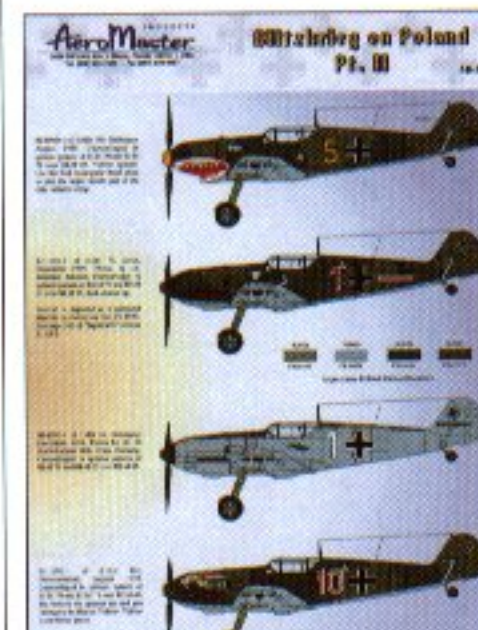
48-486 Stinging Hornets Pt.VII



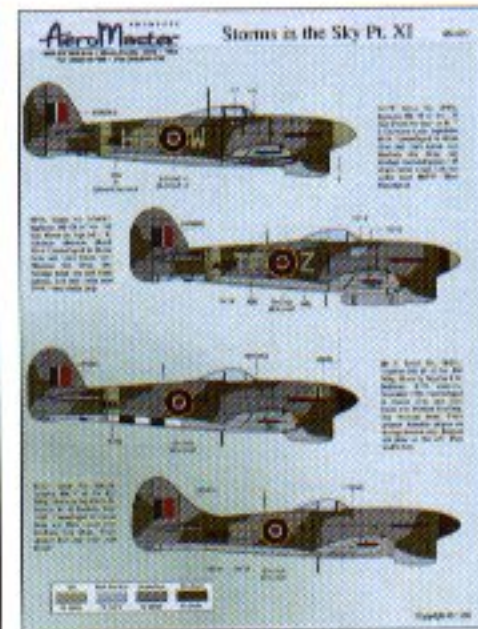
48-491 Storms in the Sky Pt. XII



48-495 Fairey Battle 1939-1940



48-497 Blitzkrieg on Poland Pt.II



48-490 Storms in the Sky Pt. XI



48-493 Last of the Breed

48-493 Last of the Breed

- 1. Bf 109K-4, 'Yellow 8', III/JG3, March 1945.
- 2. Bf 109K-4, 'Black <<' of III/JG53.
- 3. Bf 109K-4, W/Nr 334265 found at Amberg Airfield in May 1945.
- 4. Bf 109K-4, 'White 16' of III/JG53.

Price: £TBA

48-494 Last of the Breed

- 1. Bf 109K-4, 'Black <1', III/JG53, Kaufbeuren, April 1945.
- 2. Bf 109K-4 of an unknown unit.
- 3. Bf 109K-4, 'Black 16', III/JG53 in May 1945.
- 4. Bf 109K-4, 'Black <', III/JG 27 in Germany.

Price: £TBA

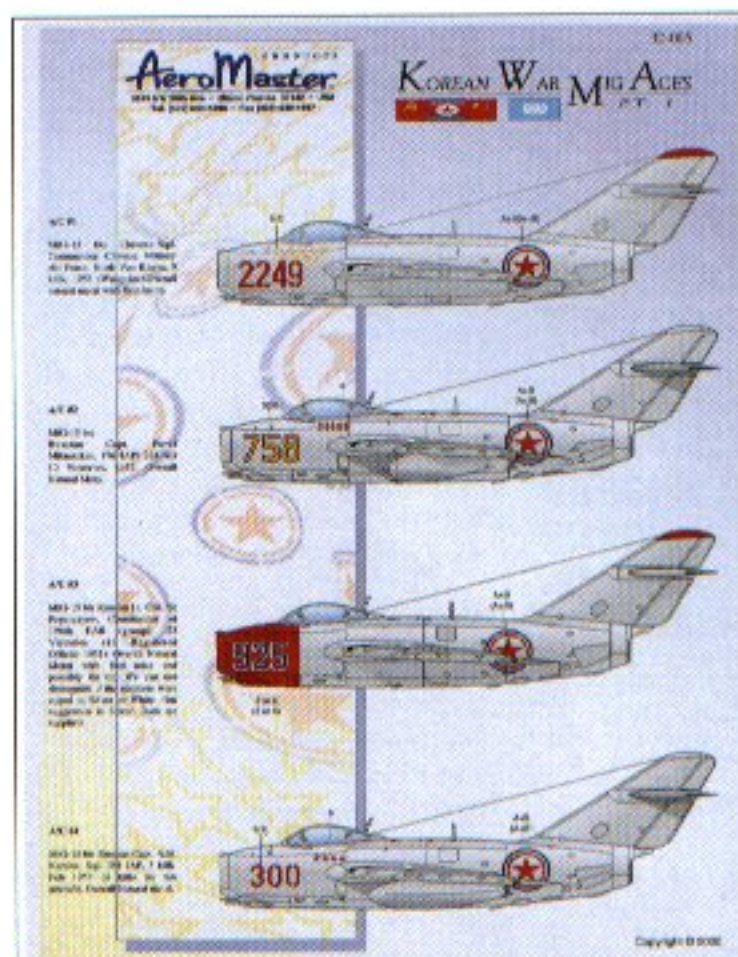
48-495 Fairey Battle 1939-1940

- 1. K9264, PM-L of No. 103 Squadron, Luxembourg May 1940.
- 2. P2332, PH-F of No. 12 Squadron, Belgium, May 1940.
- 3. K9353, HA-J, No.218 Squadron, Bouillon, France, May 1940.
- 4. K7578, 105-E, No. 105 Squadron, RAF Harwell, 1938.
- 5. L5360, RH-G, No.88 Squadron, Fontenay-le-Comte, France, June 1940.
- 6. K9176, G*, No.226 Squadron, RAF Harwell, 1939.

Price: £TBA

48-496 Blitzkrieg on Poland Pt.I

- 1. Bf 109E-1, 'Yellow 14', 6(J)/Trägergruppe 186, Winter 1939.
- 2. Bf 109E-3, 'O', Stab I/JG 53, Weisaden+erheim, November 1939.



32-005 Korean War MIG Aces Pt. I



32-006 Korean War MIG Aces Pt. II

- 3. Bf 109E-1, 'C++', flown by Oblt. Carl Schumacher, JG1, December 1939.
- 4. Bf 109D-1, 'White 3', I./JG 131, March 1939.

Price: £TBA

48-497 Blitzkrieg on Poland Pt. II

- 1. Bf 109D-1, 'Yellow 5', 2./JGr 176 based at Gablingen, August 1939.
- 2. Bf 109E-1, 'Red 1', 5./JG 77 based at

Jever, December 1939.

- 3. Bf 109E-1, 'White 1', I./JG 26 based at Dortmund in December 1939.
- 4. Bf 109E-1, 'Red 10', 2./JGr 101 based at Fürstenwalde in August 1939.
- 5. Bf 109E-1, 'Yellow 3' of 3./JG 51 in the Winter of 1939.

Price: £TBA

1/32nd Scale

32-005 Korean War MIG Aces Pt. I

- 1. MiG-15bis, 'Red 2249' of the Chinese Military Air Force in 1953.
- 2. MiG-15bis, 'Yellow' 758, No. 176 IAP, 324th IAD, flown by Capt. Pavel Milauszkin.
- 3. MiG-15bis, 'Blue 925' of the 196th FAR (Group), flown by Lt. Col. Ye Pepelyayev.

Price: £TBA

News

- 72 012 - Luftwaffe Nachtjäger Pt.1 {Bf 109D, Fw 190A-6, Bf 110C-1 & Bf 110G-4}
- 72 013 - Czechoslovakian Air Force 1923-1939 National Insignia
- S72 001 - Curtiss P-40E/M/N Stencils
- 1/48th Scale
- 48 006 - Luftwaffe Nachtjäger Pt. 1
- 48 007 - Douglas C-47 Dakota/Skytrain Pt.1 {4x A/C + Stencils}

Cloud Master

- 72/10 - Lockheed L-049/749/1079 Constellation Walkways, Windows, De-icing Boots etc
- 72/11 - Sabena/Air Congo DC-6A/B

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.

32-006 Korean War MIG Aces Pt. II

- 1. MiG-15bis, 'Red 502', 726th IAP, 133rd IAD, flown by Capt. Nicolay Ivanov.
- 2. MiG-15bis, 'Red 16' flown by S. Fedorets from April to July 1953.
- 3. MiG-15bis, 'Red 26100' of the Chinese People's Liberation Air Force, Korea, 1950-1953.

Price: £TBA

Conclusion

This is a great selection of new subjects from AeroMaster and they are all up to the standards we expect. UK stockists for the range include Hannants and Athena.

Our thanks to AeroMaster for the review samples.

Third Group

The latest selection of sheets in 1/48th scale from this manufacturer has been passed to us for review by The Aviation Hobby Shop.

1/48th Scale

48-047 Lockheed P-38 Lightning

- 1. F-5E-2, 43-28307, USAAR
- 2. F-5E-4, 44-24082, Chinese Air Force.
- 3. F-5E-4, 44-24092, Chinese Air Force.

Price: £4.95

48-053 Junkers Ju 88G-6

- 1. Ju 88G-6, W/Nr. 620838, 3C+MN, 8./NJG 4.

- 2. Ju 88G-6, W/Nr. 623211, C9+AR, 7./NJG 5.
- 3. Ju 88G-6, W/Nr. 623363, B4+SA, NJStaffel Norwegen.
- 4. Ju 88G-6, W/Nr. 621541, W7+AC, II Stab/NJG 100.

Price: £4.95

48-054 Junkers Ju 52/3m

- 1. Ju 52/3m, 4U+NH, 1.(F)/123.
- 2. Ju 52/3m, BD+CH of an unknown unit on the Eastern Front.

Price: £4.95

48-055 Junkers Ju 52/3m

- 1. Ju 52/3m, 7V+CJ, Stab/KGrzbV Wittstock.

- 2. Ju 52/3m, RI+OA of an unknown unit operating on the Eastern Front.

Price: £4.95

48-056 Mistel 2 & S2 #1

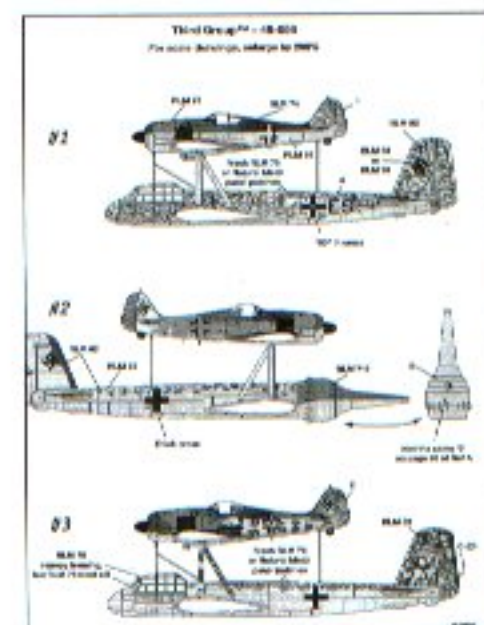
This sheet offers markings for three Mistel 2 (x1) and S2 (x2) combinations.

Price: £4.95

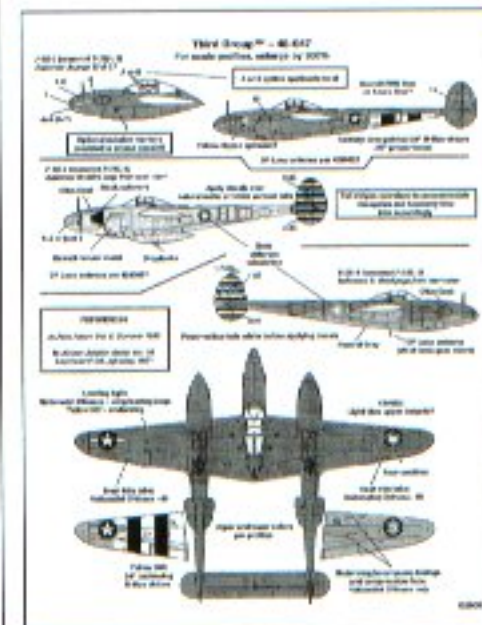
Conclusion

Each sheet is well printed with good register and colour density. The instructions give good colour references and model notes, as well as a list of reference titles that were used in the creation of the sheets.

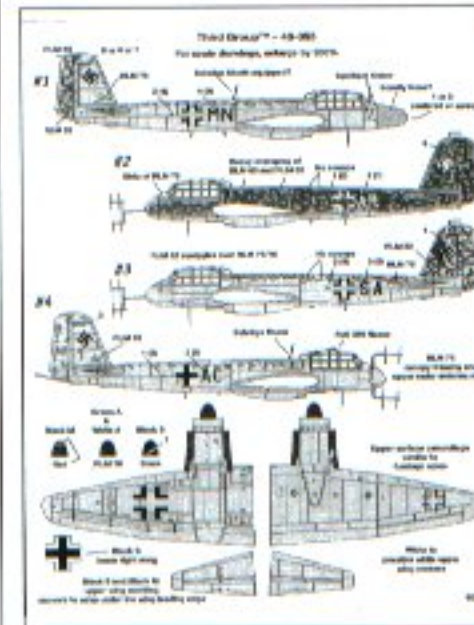
Our thanks to The Aviation Hobby Shop for the review samples.



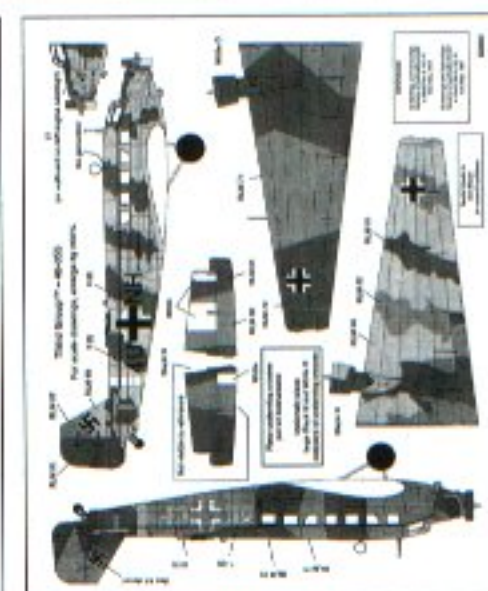
The three Mistel options on 48-056



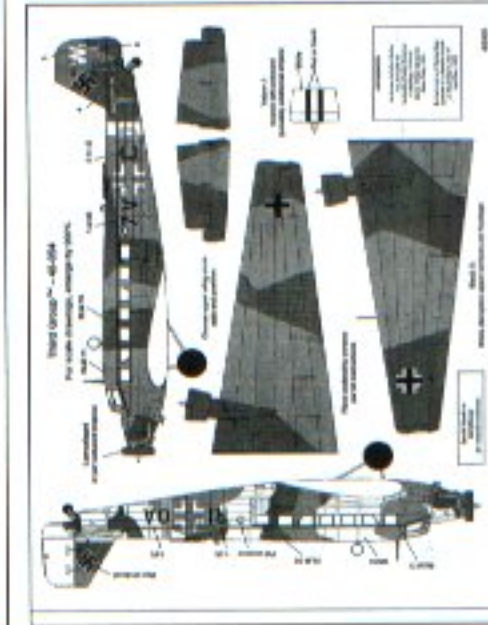
The three P-38 options on 48-047



The four Ju-88 options on 48-053



The two Ju 52 options on 48-054



The two Ju-52 options on 48-055

Custom Aeronautical Miniatures

This month sees eight new sheets from this manufacturer, samples of which have been passed directly to us for review.

1/48th Scale

48-A002 Modern US Navy High Visibility Insignia (\$8.00)

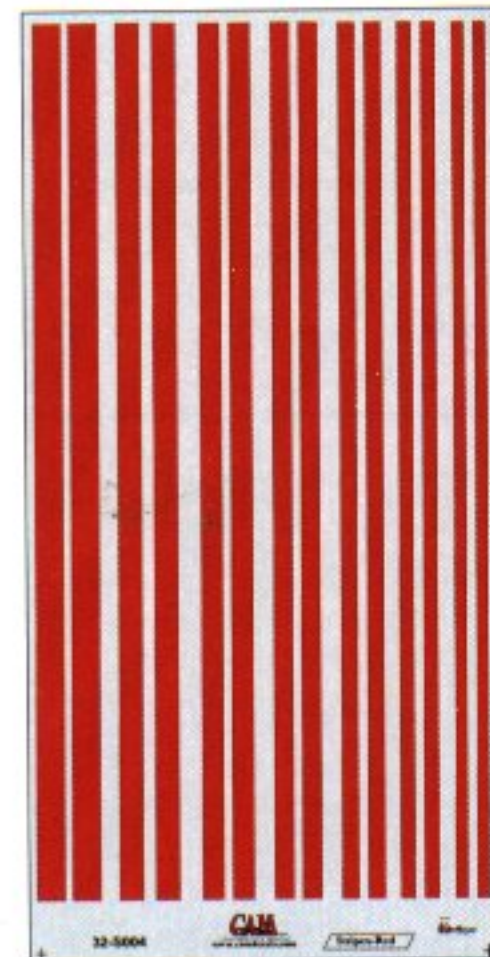
This sheet offers modern American national insignia in hi-vis form in sizes that are suitable for the F/A-18, F-14 and F-4.

48-A004 Stencil Letters/Numbers - Black (\$5.00)

This sheet offers letters and numbers in five sizes. These characters are in stencil form and are in black.



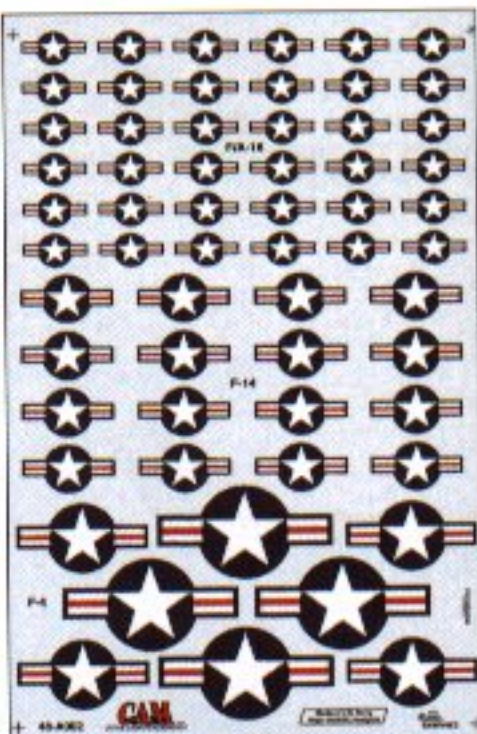
32-S001 Stripes - Black



32-S002 Stripes - Red



48-S005 Stripes - Blue



48-A002 Modern US Navy High Visibility Insignia

48-A005 Stencil Letters/Numbers - Grey (\$5.00)

This sheet offers letters and numbers in five sizes. These characters are in stencil form and are in grey.

48-S002 Stripes - White (\$4.00)

This sheet contains ten thicknesses of white lines (two of each) in 165mm lengths.

48-S005 Stripes - Blue (\$4.00)

This sheet contains ten thicknesses of blue lines (two of each) in 165mm lengths.

1/32nd Scale

32-A002 Modern US Navy High Visibility Insignia (£8.00)

This sheet offers a selection of modern American national insignia in hi-vis form in sizes that are suitable for the F/A-18, F-14 and F-4.

32-S001 Stripes - Black (\$8.00)

This sheet contains seven thicknesses of black lines (two of each) in 265mm lengths.

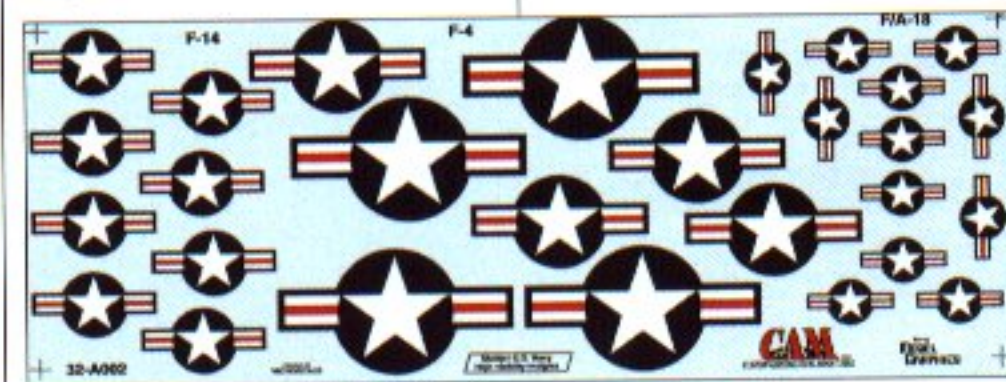
32-S002 Stripes - Red (\$5.00)

This sheet contains seven thicknesses of red lines (two of each) in 265mm lengths.

Conclusion

Each of these sheets is well printed and offers general subjects that will be of great interest to many modellers. It is good to see some generic sheets like these in 1/32nd scale.

Our thanks to CAM for the review samples.



32-A002 Modern US Navy High Visibility Insignia



48-A004 Stencil Letters/Numbers - Black



48-A005 Stencil Letters/Numbers - Grey



48-S002 Stripes - White

Pegasus

There are two new sheets from this manufacturer in the past month, both of which having been passed to us for review.

1/72nd Scale

PEGD7216 Light Wood Grain Effect

This offers a 140mm x 210mm panel of wood grain effect in a light shade.

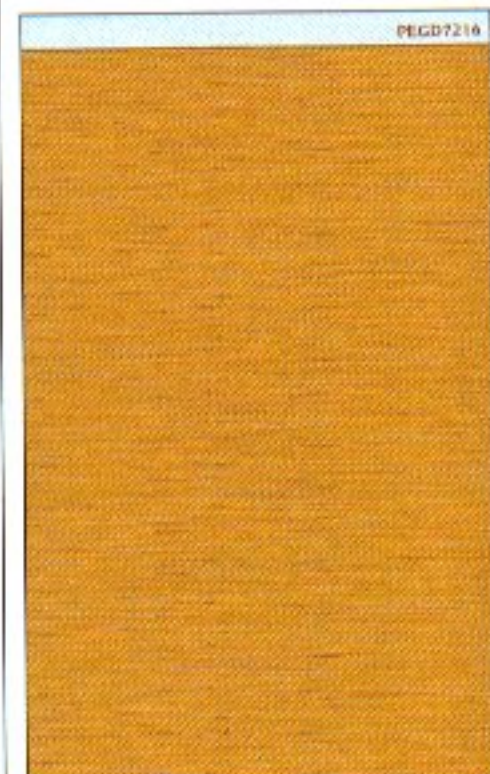
PEGD7217 Dark Wood Grain Effect

This offers a 140mm x 210mm panel of wood grain effect in a dark shade.

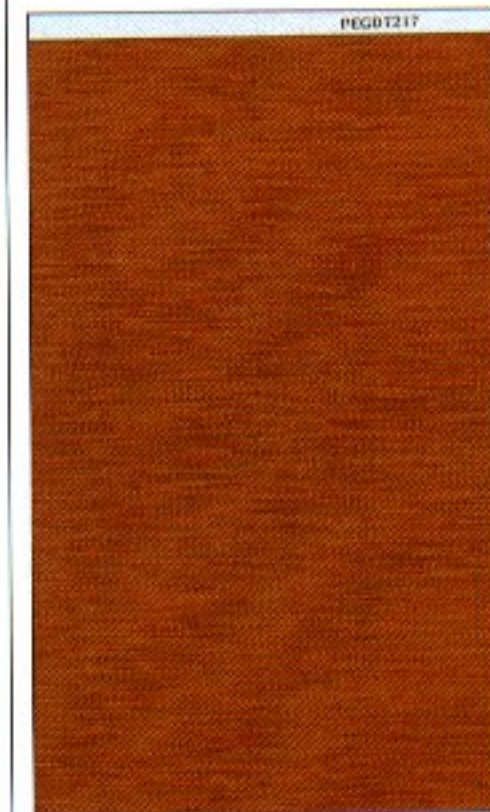
Conclusion

These new sheets have been printed as a grain pattern over a solid colour base, and this results in a far more realistic effect than achieved on previous sheets. Each sheet is £4.99 directly from the manufacturer.

Our thanks to Pegasus for the review samples.



PEGD7216 Light Wood Grain Effect



PEGD7217 Dark Wood Grain Effect

Good Stuff (again!)

Cutting Edge

MODELWORKS

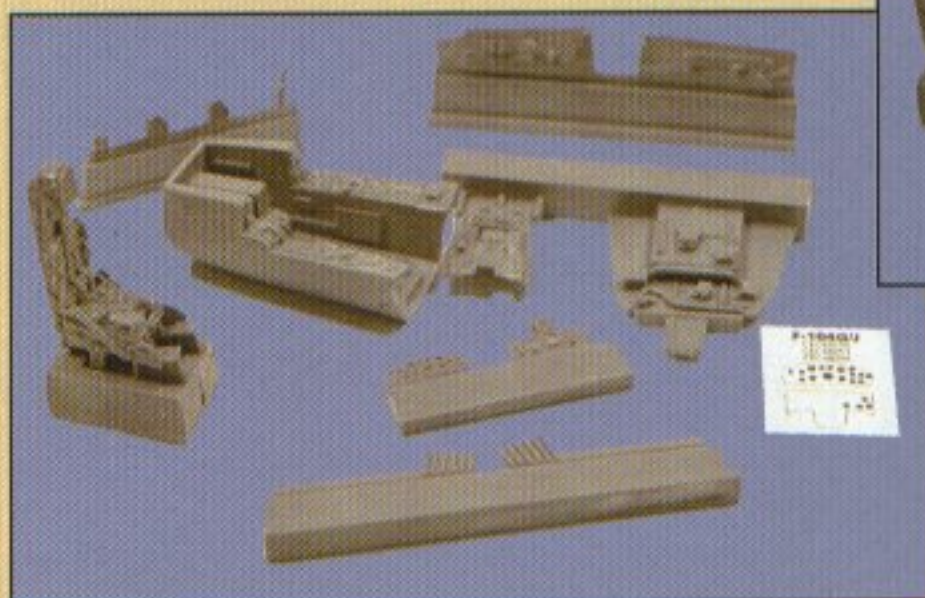


CEC48257 Martin Baker GQ7 ejection seat for the F-104G WITHOUT belts (the cockpit sets include seats WITH belts)

CEC48252 F-104C Super Detailed Cockpit Set



CEC48196 F-86A Conversion Set



CEC48250 F-104G/J Super Detailed Cockpit Set

Resin Sets

- 1/32
- CEC32026 F-4G Conversion (for Tamiya F-4; requires set CEC32024). This set contains the first accurate F-4G nose available in this scale along with the sloped stabilizers, long exhaust nozzles, and other parts necessary to make a F-4G Wild Weasel. Note that our set CEC32024 contains the wings and slats also required for the complete conversion. \$35.99
- CEC32028 German WW 2 Oxygen Tubing (flexible hose with resin hose fittings) \$8.99
- CEC32040 MIG-15 Super Detailed Cockpit for Trumpeter \$24.99
- CEC32049 Israel F-4 Refueling Probe \$7.99
- CEC32052 MIG-15/MIG-17 Intake Splitter \$9.99
- CEC32053 MIG-15/17 Ejection Seat \$11.99
- CEC32054 Soviet ASP-BN/PB-1B Gunsight (1/32 resin) \$4.99
- 1/48
- CEC35002 StuG-IV PakPkw II Return Rollers for DML/Dragon \$5.99
- CEC35003 PakPkw II Klapp Gun-Mentler for Rubio barrel for DML/Dragon \$4.99
- 1/48
- CEC48053 EA-4B Conversion: fixes the extensive mistakes in the Revell kit; includes fixes for the wings, pylons, ECM, and fuselage \$34.99
- CEC48082 Su-22M Exterior Detailing Set. Includes resin outer wings, dropped slats & flaps, ECM, speed brake bays, etc. \$24.99
- CEC48086 He 111Z "Zwilling" Conversion (requires two Revell Monogram He 111 kits) (limited production) \$49.99
- CEC48087 Bf 109Z "Zwilling" Conversion (requires two Hobbycraft Bf 109s) \$29.99
- CEC48088 LC-130 Sk Conversion Set for Testors/Tamiya \$19.99
- CEC48111 German WW 2 Oxygen Tubing (flexible hose with resin hose fittings) \$7.99
- CEC48177 F-8C Shooting Star Super Detailed Cockpit \$15.99
- CEC48184 B-25 Corrected Cowls for Accurate Miniatures (Early)...but you didn't even know how bad the Accurate Miniatures cowls are! Take a look at the photos to see the differences between the AM cowl (light gray plastic) and the correct Cutting Edge cowl (dark gray resin). AM got the ogive (curves) wrong, and inexplicably used a 30" cowl opening (36" is correct). \$14.99
- CEC48196 F-86A conversion set (contains complete new rear fuselage halves, horizontal stabilizers, clear cast "V" shaped windscreen, new leading edges with dropped slats, etc.) for Hasegawa/Academy \$36.99
- CEC48197 F-86E (Early) conversion set (contains clear cast "V" shaped windscreen and new leading edges with dropped slats) for Hasegawa/Academy \$24.99
- CEC48198 F-86E (Late) Conversion Set contains new leading edges with dropped slats for Hasegawa/Academy \$19.99
- CEC48214 F-2 Flaps & Control Surfaces for any Accurate Miniatures F-2 version \$12.99
- CEC48217 F-86 Seamless Intake \$12.99
- CEC48218 F-86 Seamless Exhaust Pipe \$8.99
- CEC48220 F-86F-40/Sabre Mk 6 Extended Slats for Hasegawa/Academy \$19.99
- CEC48224 B-25 Corrected Cowls for Accurate Miniatures (Late); includes cast-in place Clayton (Fishtail) exhaust stubs. But you didn't even know how bad the Accurate Miniatures cowls are! Take a look at the photos to see the differences between the AM cowl (light gray plastic) and the correct Cutting Edge cowl (dark gray resin). AM got the ogive (curves) wrong, and inexplicably used a 30" cowl opening (36" is correct). \$14.99
- CEC48250 F-104G/J Super Detailed Cockpit with Lockheed C2 Ejection Seat (WITH belts) \$15.99
- CEC48251 F-104G Super Detailed Cockpit with Martin Baker GQ7 Ejection Seat (WITH belts) \$15.99
- CEC48252 F-104C Super Detailed Cockpit with Lockheed C2 Ejection Seat (WITH belts) \$15.99
- CEC48253 F-104A Super Detailed Cockpit with Lockheed C1 Ejection Seat (WITH belts) \$15.99
- CEC48254 Lockheed C2 Ejection Seat WITH Belts for F-104 \$6.99
- CEC48255 Lockheed C2 Ejection Seat WITHOUT Belts for F-104 \$6.99
- CEC48256 Martin Baker GQ7 Ejection Seat WITH Belts for F-104G/TF-104G \$6.99
- CEC48257 Martin Baker GQ7 Ejection Seat WITHOUT Belts for F-104G/TF-104G \$6.99



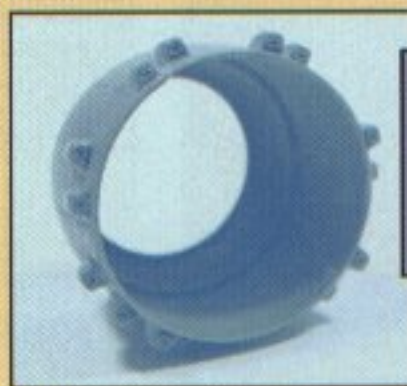
- 1/72
- CEC72014 F-86A conversion set (contains complete new rear fuselage halves, horizontal stabilizers, clear cast "V" shaped windscreen, new leading edges with dropped slats, etc.) for Fujimi \$25.99
- CEC72015 F-86E (Early) conversion set (contains clear cast "V" shaped windscreen and new leading edges with dropped slats for Fujimi) \$16.99
- CEC72016 F-86E (Late) Conversion Set contains new leading edges with dropped slats for Fujimi \$13.99
- CEC72017 F-86F-40/Sabre Mk 6 Extended Slats for Fujimi \$13.99

Cutting Edge Decals

- 1/48
- CEC48103 Me 262 #2: -1a White 19 of Kommando Nowotny; -2a White F of JV 44 (formerly KG 51); -2a White B of 1./KG 51; -2a Red B of 2. KG 51 \$7.99
- CEC48104 Fw 190s #4: Fw 190A-7, Black Chevron Q, Stab 1/JG 1, Wilhelm Krieb; Fw 190A-8, Black 7, III./JG 54; Fw 190A-7 MK, Black 1, 2./JG 11; Fw 190A-8, Black 15, III./JG 54 \$7.99
- CEC48107 F-84s #2: F-84G PS-466 "Ricepaddy Ranger," 8 FBS; F-84G PS-111-B "Five Aces," 69 FBS; F-84E PS-139-A, Jim Simpson (MIG killer) \$7.99
- CEC48111 F8Fs #1: F8F-1, CAG-19 special markings; F8F-2 VX-2 drone controller-very colorful! Includes FULL stenciling! \$8.99
- CEC48112 F8Fs #2: F8F-1, VF-3, 1946; F8F-2, Jolly Rogers; two French F8F-1s includes FULL stenciling \$8.99
- CEC48120 F4F Wildcat #1: Four killer schemes from the Marine contingent on Guadalcanal-produced from photos from the collections of the pilots involved! Lt. Jim Swett, VMF-221; Capt. Marion Carl, VMF-223 (displaying 19 kills!); "Indian Head" from unknown Marine unit; Capt. Joe Foss, VMF-121. \$7.99
- CEC48122 Mossies #1: Four Mosquito NF16s from 418 Sq, RCAF; "Moonbeam McSwine," F/L James Luma, TH+U; "Cousin Jake," F/L Charles Scherf, TH+H; "Black Rufe," S/L Robert Kipp, TH+M; "City of Edmonton," TH+J. Artwork from closeup photos! \$7.99

Teknics 1/48

- TK48024 Back in Production! R-2800 Aircraft Engine (Resin & Etched Metal) \$13.99
- TK48035 Limited Production! R-2800 Aircraft Engine Special Edition with aft end detail and etched metal engine stand for display out of the aircraft \$19.99
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CEC48184 Corrected cowls for Accurate Miniatures B-25 (early)—correct CE cowl is on the left



CEC48224 Corrected cowls for Accurate Miniatures B-25 (late)—correct CE cowl is on the left above and in left side photo

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Eagle Strike

There are a number of new sheets from this manufacturer this month, in all three major scales, and samples of each have been passed directly to us for review.

1/72nd Scale

72014 Defenders of the Fatherland

- 1. Bf 109G-10, 'White 10', IV./JG4, Germany, November 1944.
- 2. Bf 109K-4, 'Black <1>', III./JG53, Kaufbeuren, April 1945.
- 3. Bf 109G-10, 'Brown 2', 2/JG300.
- 4. Bf 109K-4, 'White 16', III./JG53, Czech Republic, 1945.
- 5. Bf 109K-4, 'Yellow 13', from an unknown unit.

Price: £5.00

72019 Phantoms Phorever PL.1

- 1. F-4J-29-MC, BuNo. 153795, VF-121, NAS Miramar, December 1972.
- 2. F-4N-22-MC, BuNo. 152254, VF-202, NAS Dallas, 1977.
- 3. F-4B-25-MC, BuNo. 152986, VF-301, NAS Miramar, March 1976.

Price: £TBA

72020 Phantoms Phorever PL.2

- 1. F-4J-30-MC, BuNo. 153828, VMFA-115, MCAS Iwakuni, Japan, 1976.
- 2. F-4N-24-MC, BuNo. 152986, CVW-114, USS Coral Sea, 1980.
- 3. F-4J-33-MC, BuNo. 155530, VF-33, NAS



The five options from 72014

Oceana, 1976.

Price: £6.25

1/48th Scale

48001 Phantoms Phorever PL.1

This sheet offers the same three options as 72019

Price: £7.50

48004 Phantoms Phorever PL.2

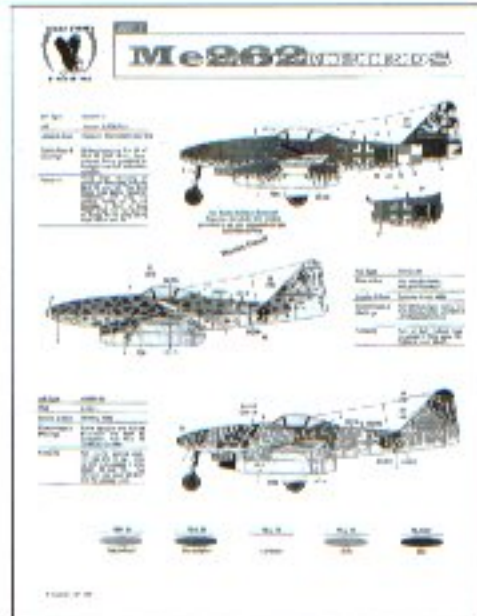
This sheet offers the same three options as 72020

Price: £7.50

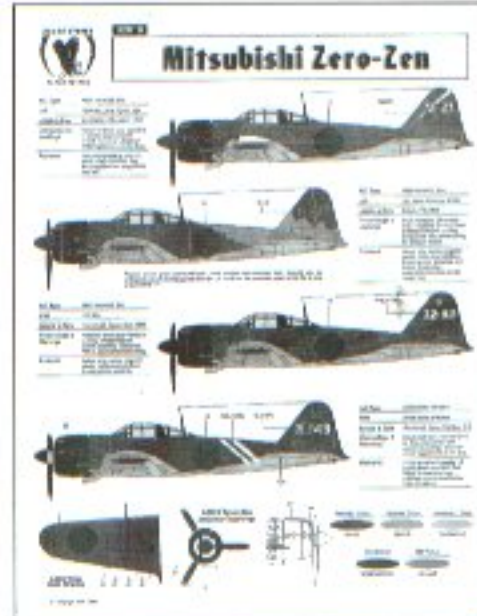
1/32nd Scale

32017 Me 262 Sturmbirds

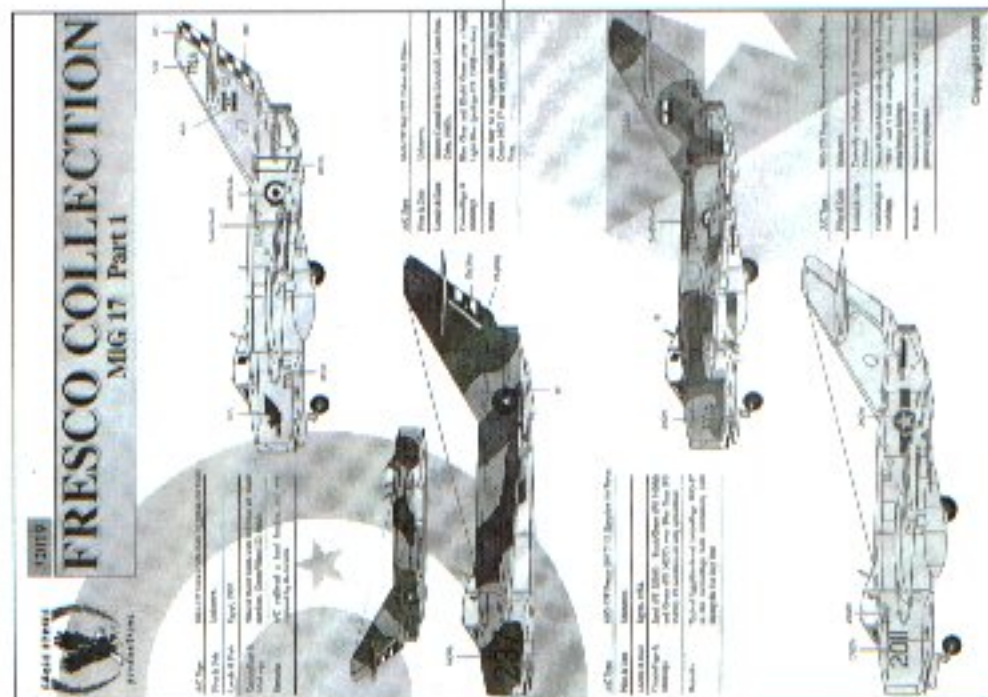
- 1. Me 262A-1a, 'Yellow 3', III./KG(J)54,



The three options from 32017



The three options from 32018



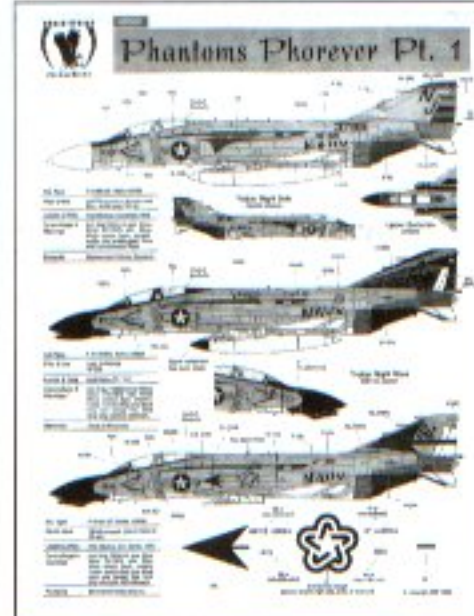
Four MiG-17 options from 32019



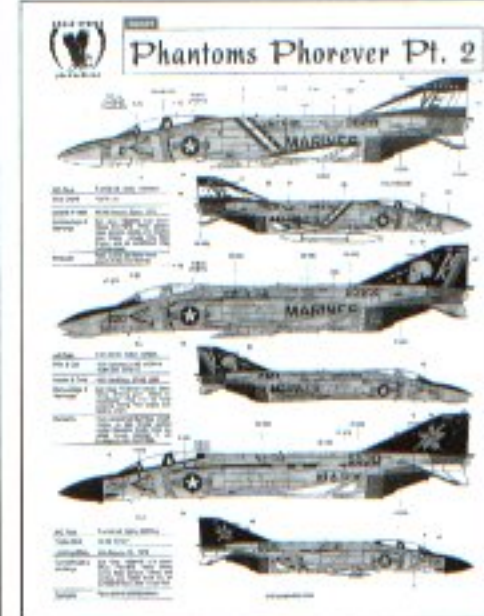
The decal sheet from 72019



The decal sheet from 72020



The three options from 48001



The three Phantom options from 48004

Munchen-Rien Airfield, May 1945.

- 2. Me 262A-2a, KG(J)54, Germany, March 1945.
- 3. Me 262A-2a, 5/KG51, Germany, 1945.

Price: £5.00

32018 Mitsubishi Zero

- 1. A6M5 Type 52, 721st Naval Air Group (NAG), Jinrai Fighter Sqn, Miyakonojo AB, Japan, 1945.
- 2. A6M5 Type 52, 261st NAG, Saipan, February 1944.
- 3. A6M5 Type 52, 332nd NAG, Iwakuni AB, Japan, September 1944.
- 4. A6M5 Model 52c, 203rd NAG, Omure AB, Japan, Summer 1945.

Price: £5.00

32019 Fresco Collection MiG-17 Part 1

- 1. MiG-17F, S/No. 2648, Egyptian Air Force,

Egypt, 1967.

- 2. MiG-17F, 'Red 237', Cuban Air Force, 1980s.
- 3. MiG-17F, S/No. 2115, Egyptian Air Force, 1982.
- 4. MiG-17F, 'Red 2011', Vietnamese People's Air Force, Hanoi.

Price: £5.00

Conclusion

Another fine selection of subjects from Eagle Strike, and it is good to see these being offered in each of the major scales. UK modellers can obtain copies from Hannants.

Our thanks to Eagle Strike for the review samples.

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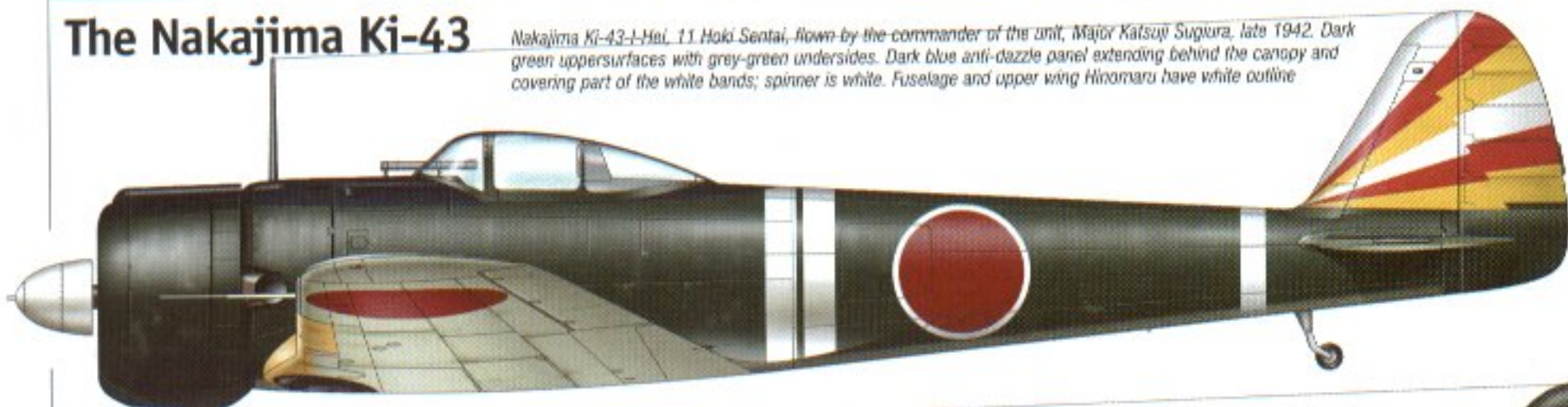
PA0001	A-26 Invader: Painted: Nose	\$67.75	PH110	Lufthansa Desert Pilot: 3 figures (1:48)	\$11.25	TM4896	"DSD" Fiat G55/RE2001 Inseg Sq Badg RA"	\$7.50
PA0102	A-26 Invader: Head	\$13.50	PH121	Lufthansa Bomber Crew: 5 pc (1:48)	\$15.25	TM4897	Tornado IDS-ECR Low Vis Italian	\$7.50
PA0101	A-26A/3-26X Counter Invader: Core w/Seals	\$40.25	PH122	Phantom Ejection Seats (1:32)	\$21.25	TM2501	F-4B/17/T: Tornado Sq Badges AMI	\$5.50
PA0102	A-26 Invader: Lower Torso	\$67.75	PH124	USAF Precision Scaled Pilot (1:48)	\$11.25	TM2502	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0103	3-17 Pilot	\$18.00	PH125	USAF F-4 Phantom Crew: 7 figs-8 figs; 2 (1:32)	\$20.00	TM2503	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0104	3-17 Pilot: Bomb Bay	\$30.25	PH127	Remore Before Flight Riggs/20 ac (1:72)	\$10.00	TM2504	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0105	3-17G Chryseis Tail Torso (Monogram)	\$7.25	PH128	Remore Before Flight Riggs/20 ac (1:48)	\$11.00	TM2505	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0106	3-17G Chryseis Tail Torso (Monogram)	\$44.25	PH129	Remore Before Flight Riggs/20 ac (1:32)	\$11.35	TM2506	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0107	3-17G Chryseis Tail Torso (Monogram)	\$29.75	PH130	ANC Data Placards: Multicolor Details (1:72)	\$5.00	TM2507	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0108	3-17G Chryseis Tail Torso (Monogram)	\$48.25	PH131	ANC Data Placards: Multicolor Details (1:48)	\$5.00	TM2508	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
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PA0110	3-17G Chryseis Tail Torso (Monogram)	\$23.95	PH133	ANC Data Placards: Multicolor Details (1:72)	\$5.00	TM2510	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0111	3-17G Chryseis Tail Torso (Monogram)	\$7.25	PH134	ANC Data Placards: Multicolor Details (1:32)	\$5.00	TM2511	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
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PA0131	3-17G Chryseis Tail Torso (Monogram)	\$7.25	PH154	ANC Data Placards: Multicolor Details (1:32)	\$5.00	TM2531	F-4B/17/T: Tornado Sq w/Seriale AMI	\$5.50
PA0132	3-17G Chry							

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The Nakajima Ki-43

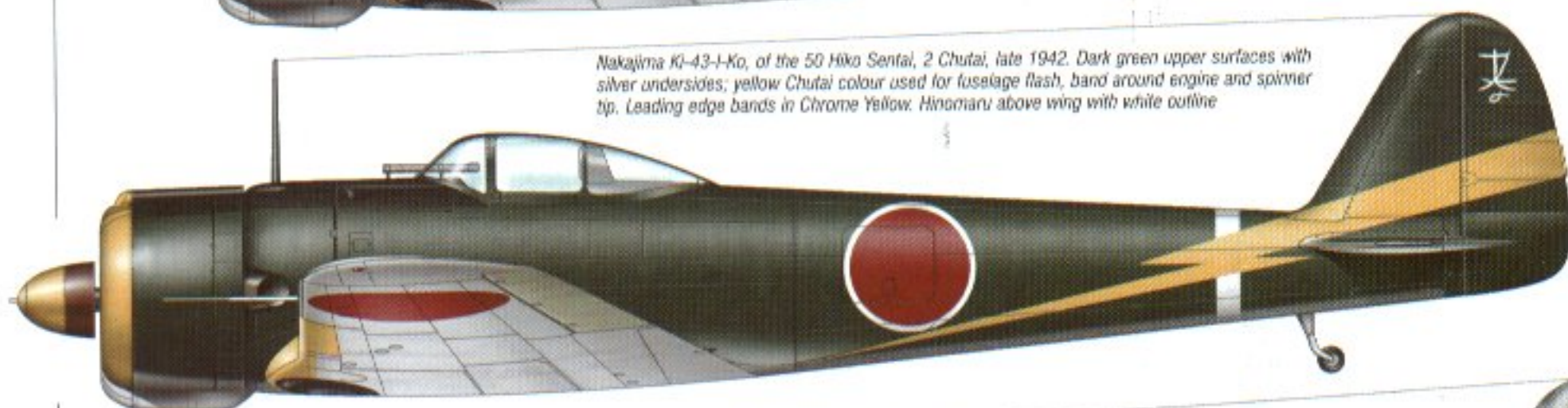
Nakajima Ki-43-I-Hei, 11 Hoki Sentai, flown by the commander of the unit, Major Katsuyi Sugura, late 1942. Dark green upper surfaces with grey-green undersides. Dark blue anti-dazzle panel extending behind the canopy and covering part of the white bands; spinner is white. Fuselage and upper wing Hinomaru have white outline



Nakajima Ki-43-I-Hei, 47 Dokumtsu Hiko Chutai (Independent Fighter Squadron), 1943. Dark green over silver undersides. Hinomaru carried over a white background in all positions; note however, that the white of the fuselage Hinomaru does not extend below the upper/lower camouflage demarcation line



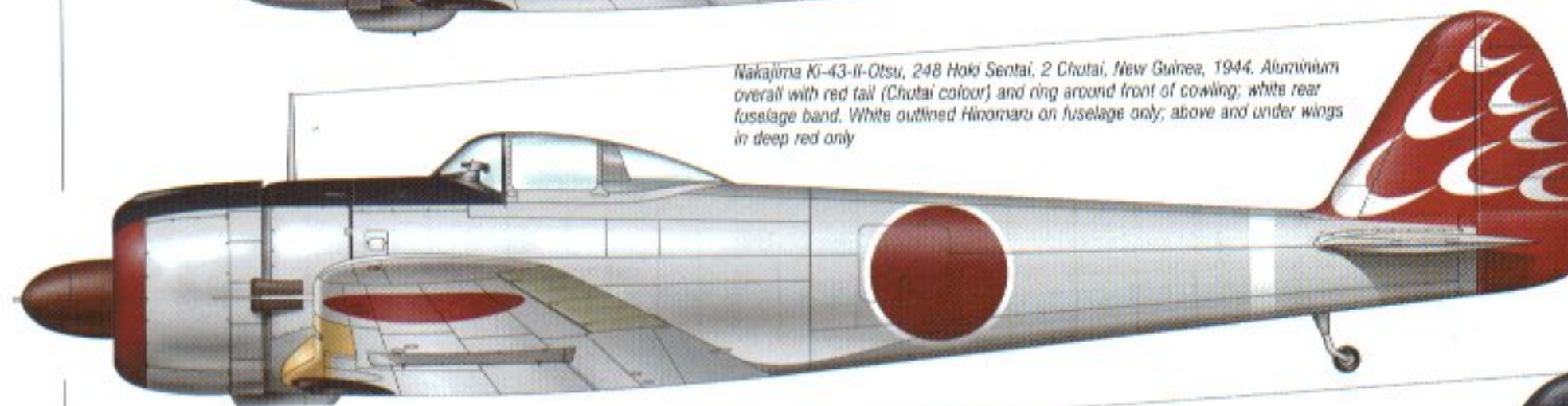
Nakajima Ki-43-I-Ko, of the 50 Hiko Sentai, 2 Chutai, late 1942. Dark green upper surfaces with silver undersides; yellow Chutai colour used for fuselage flash, band around engine and spinner tip. Leading edge bands in Chrome Yellow. Hinomaru above wing with white outline



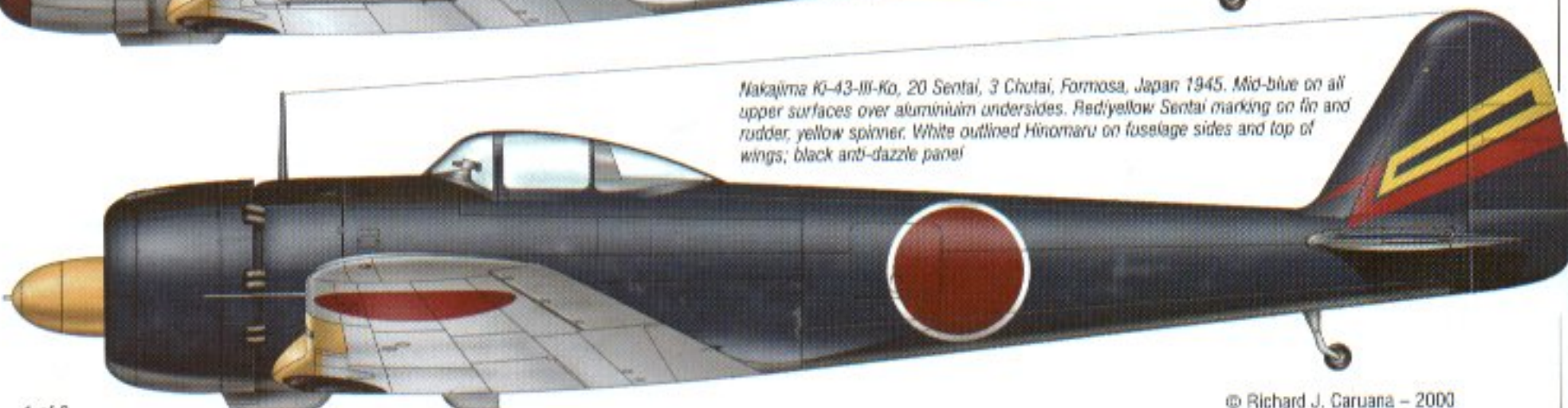
Nakajima Ki-43-II-Otsu, 1 Hoki Sentai, 1 Chutai, Shimodate, Japan, 1943. Dark green mottles over aluminium. Red top of rudder with yellow horizontal stripes over fin and rudder; grey-green spinner. Hinomaru over a white square background in all six positions



Nakajima Ki-43-II-Otsu, 248 Hoki Sentai, 2 Chutai, New Guinea, 1944. Aluminium overall with red tail (Chutai colour) and ring around front of cowling; white rear fuselage band. White outlined Hinomaru on fuselage only; above and under wings in deep red only



Nakajima Ki-43-III-Ko, 20 Sentai, 3 Chutai, Formosa, Japan 1945. Mid-blue on all upper surfaces over aluminium undersides. Red/yellow Sentai marking on fin and rudder; yellow spinner. White outlined Hinomaru on fuselage sides and top of wings; black anti-dazzle panel





Notwithstanding its fragile structure and light armament, the Ki-43-I saw extensive use. These Hayabusas belong to the 50th Sentai, the yellow fuselage flash identifying the 2nd Chutai. Note the telescopic gunsight and machine gun breech fairing ahead of the windscreen (R.J. Caruana Archive)

Peregrine Falcon from the East

The Nakajima Ki.43

Nakajima Hikoki KK, based at Ota (Gunma Prefecture), one of Japan's oldest and most prominent aircraft manufacturers, received a development contract in December 1937 for a fighter to replace its own Army Type 97 Ki.27, then entering service. This direct order, as opposed to standard practice of ordering several prototypes from different manufacturers for comparative trials, confirmed that Koku Hombu (Imperial Japanese Army Air Force) were extremely satisfied with the Ki.27 (Allied code name Nate), the first indigenous design to compare favourably with foreign fighters. The specification called for a maximum speed of 500km/h (311mph), an ability to reach 5000m (16,405ft) in five minutes, a range of 800km (500 miles), and a comparative manoeuvrability to that of the Ki.27; armament was to consist of two fuselage-mounted 7.7mm machine guns. Kitai number Ki.43 was assigned to the new fighter project.

Heading the design team – which included Yasumi Koyama – was Prof Hideo Itokawa; both had been involved in the design of the previous Ki.27 and much of the general outline of the older fighter was retained. Unfortunately, a compromise had to be made on more than one occasion to reach specified goals, with all the shortcomings that this

During the years before and after Japan entered the Second World War, its aircraft productions were considered to be second-rate versions, or even carbon copies of western products. Among these was the Nakajima Ki-27, predecessor of the Ki-43 Hayabusa, which had already proved its worth against Chennault's Air Volunteer Group in China, and its superiority over Soviet fighters during the border incidents of summer, 1939. Allied fighter pilots referred to all Japanese fighters encountered in combat as 'Zero's. It deeply disturbed high-ranking officers of the Imperial Japanese Army Air Force to find that their best fighter should be confused with its rival in the Navy! Richard J. Caruana takes a look at the outstanding career of this nimble little fighter which has always been a popular modelling subject, extremely well represented in kit form, and attracted by a seemingly endless source of colour schemes.

entailed in the final product. Of low-wing configuration, the Ki-43 was designed on a three-spar wing built as a single piece. Metal construction was adopted throughout, except for control surfaces whose metal frames were fabric covered. Improvements on the Ki-27 included the fully-enclosed cockpit and a retractable undercarriage.

Prototype No 4301 was completed on December 13, 1938, followed by No 4302 and 4303 in February 1939, by which time flight testing had already started early in January at Ojima. All three were powered by a Ha-25 of 950hp – Nakajima's reply to the famous Sakae engine which powered the Mitsubishi A6M (Zero) – which was a twin-row fourteen-cylinder air-cooled radial with a single-speed

supercharger. These aircraft lacked cooling gills on the engine cowling, had an enclosed, metal-covered rear canopy section and radio aerial protruding from the top of the canopy. Initial tests revealed that the Ki-43 exceeded design weight by some 7%, and proved to be barely faster than the previous Ki-27. In March 1939, all three prototypes were handed over for military evaluation trials at Tachikawa.

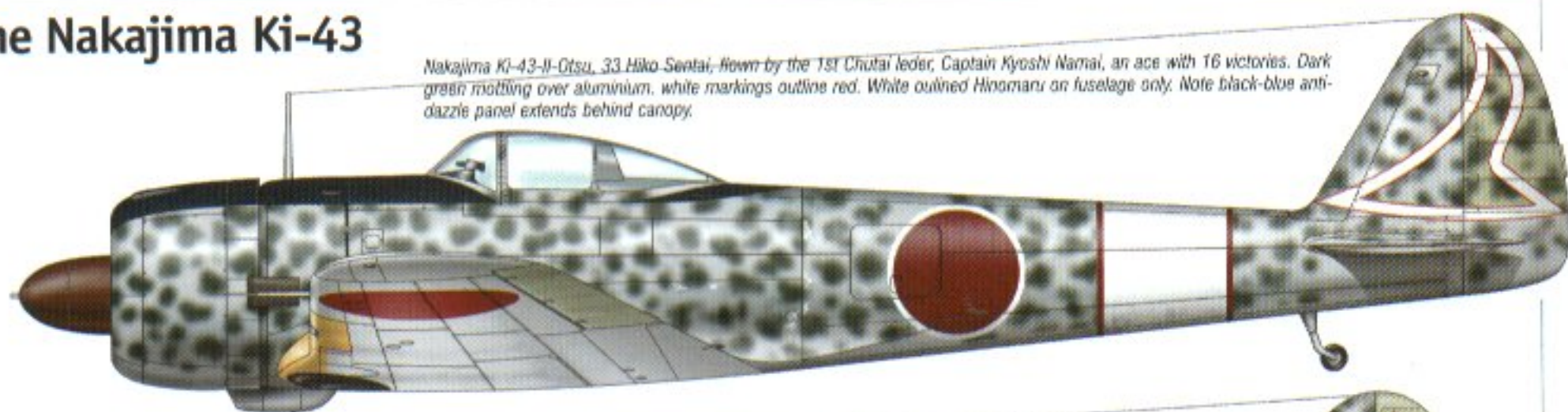
The reaction of Army pilots was far from favourable; compared to the extreme agility of their previous fighters, the Ki-43 seemed sluggish, lacking manoeuvrability. The enclosed cockpit and retractable undercarriage also came for strong criticism, some claiming that they were no more than

expensive appendages. Further tests were suggested with a further batch of ten trials aircraft (Ki-43-I-Kai) built between November 1939 and September 1940. No 4304, 4306, 4307, 4308 and 4309 presented a revised canopy, with all-round view; they were armed with a pair of Type 98 7.7mm machine guns synchronised to fire through the propeller arc. Aircraft 4305 was experimentally fitted with an Ha-105 engine with two-speed supercharger. Armament was changed to a pair of 12.7mm Ho-103 guns on No 4310. 'Butterfly' flaps were introduced on No 4311, a feature which was to save the Ki-43 from oblivion. 4312 featured cooling gills on its engine cowling, and alclad-treated duralumin skinning, while 4313 had the Ho-103 12.7mm guns, redesigned tail and wing surfaces, a smaller-diameter fuselage, the Ha-105 two-speed supercharger engine and a radio mast set on the forward fuselage, offset to starboard... it now began to look like a Ki-43!

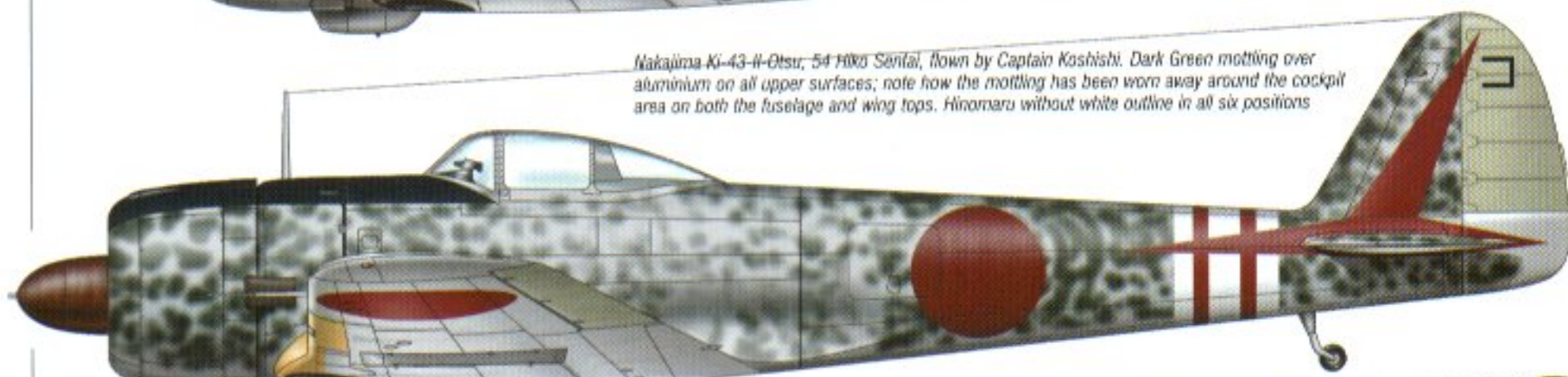
The 'Butterfly' flaps, which could be extended in flight, provided greater lift and made it possible to maintain an astonishing rate of turn. This improved the Ki-43's combat manoeuvrability immensely, earning the trust of service pilots who now had nothing but praise for the new fighter. This earned it an initial production order, when the Koku Hombu ordered Nakajima to wind down the Ki-27-Otsu production line, jigs and tools

The Nakajima Ki-43

Nakajima Ki-43-II-Otsu, 33 Hiko Sentai, flown by the 1st Chutai leader, Captain Kyoshi Namai, an ace with 16 victories. Dark green mottling over aluminium, white markings outline red. White outlined Hinomaru on fuselage only. Note black-blue anti-dazzle panel extends behind canopy.



Nakajima Ki-43-II-Otsu, 54 Hiko Sentai, flown by Captain Koshishi. Dark Green mottling over aluminium on all upper surfaces; note how the mottling has been worn away around the cockpit area on both the fuselage and wing tops. Hinomaru without white outline in all six positions



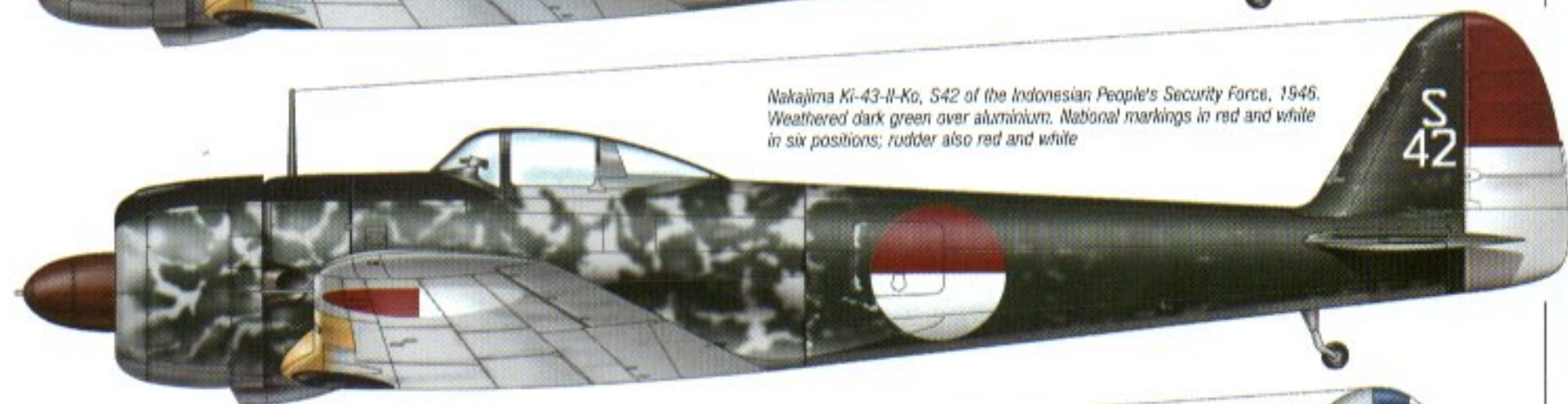
Nakajima Ki-43-II-Ko, 77th Sentai, HQ Chutai, 1943. Two tones of green applied to the upper surfaces; undersides in light blue grey. Chutai colour (blue) applied to horizontal bars (see sheet 3 for other Chutai colours)



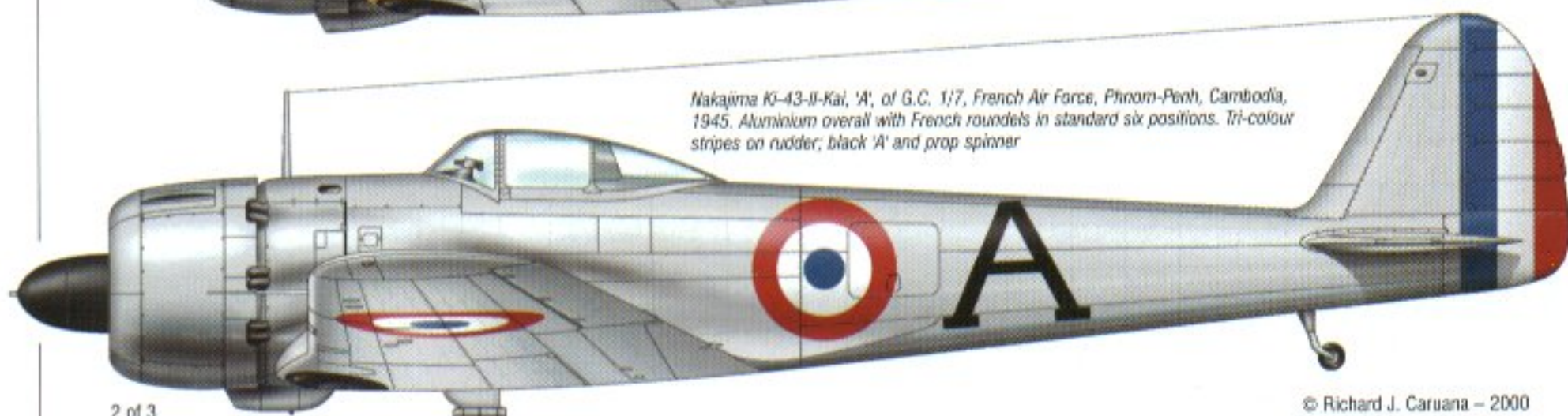
Nakajima Ki-43-II-Ko, Manchurian Army Air Corps, Shenyang, 1944. Aluminium overall with roundels in four wing positions. Inscription on fuselage denotes that this aircraft had been donated by a petrol company



Nakajima Ki-43-II-Ko, S42 of the Indonesian People's Security Force, 1945. Weathered dark green over aluminium. National markings in red and white in six positions; rudder also red and white



Nakajima Ki-43-II-Kai, 'A', of G.C. 1/7, French Air Force, Phnom-Penh, Cambodia, 1945. Aluminium overall with French roundels in standard six positions. Tri-colour stripes on rudder; black 'A' and prop spinner



being relocated to the Mansy plant. On January 9, 1941, the Type 1 Fighter Model 1-Ko was officially named Hayabusa (Peregrine Falcon). The Ki-43-I-Ko was powered by the Army Type 99 Ha-25 radial (which had been tested on trials aircraft No 4313) driving a two-bladed two-pitch Hamilton metal propeller, although a small number of initial production aircraft appeared with the earlier fixed-pitch wooden type. Standard armament consisted of a pair of Type 89 7.7mm machine guns, considered to be too light even before the Ki-43 started its service career. On the Ki-43-I-Otsu, one of the guns was replaced with a 12.7mm Type 1 (Ho-103) machine gun.

Into Service

When Japan shocked the world with its infamous raid on Pearl Harbour (see *Tora, Tora, Tora*, SAM Vol.4/9, September 1998) in December 1941, only some 40 Ki-43s had been taken on strength by operational units, namely the 59th and 64th Hiko Sentais, which immediately transferred their aircraft to the Malay peninsula. Both units had suffered losses through wing structural failures during the work-up period, highlighting the aircraft's main weakness. An improvised modification programme was set up which, however, did not quite cure the problem. This malady raised its ugly head again during a major air battle in which the Hayabusa was involved. On December 13, 1941, the Ki-43s of 2nd Chutai, 64th Sentai, mercilessly mauled a formation of 453 Squadron (RAAF) Buffaloes, of which they shot down five and damaged a further four. The only loss on the Japanese side was that of Chutai leader Lt Takayama, when the wings of his aircraft broke up in flight. Nearly all the other Ki-43s of the unit displayed cracks in their wings on return to base.

Such was the success of the Ki-43 units, through the sheer determination and skill of Army pilots, that they built an impressive score of kills. This, unfortunately, worked against them, as the Koku Hombu turned a blind eye towards the Hayabusa's defects. Meanwhile a third version of the basic model entered service, the Ki-43-I-Hei, on which a pair of Type 1 Ho-103 12.7mm machine guns were installed. The type was creating headaches also to its adversaries: it received two Allied code names. 'Jim' was believed to be a new version of the Ki-27 with a retractable undercarriage, while 'Oscar' was allocated to the Ki-43 proper; the former was, of course, abolished when it was discovered that both types were one and the same!



A Ki-43 Hayabusa of 25 Sentai. Number 71 carries red bands, outlined in white, on fin and rear fuselage, indicated it belonged to the 2nd Chutai. Of interest is the fact that this was one of the few Japanese units to carry the Chutai colour also on the fuselage, apart from the tail area (R.L. Carson Archives)

A Big Step Forward

Conscious of their fighter's drawbacks, Nakajima proceeded with its development into the Ki-43-II. Five prototypes and three pre-production machines were produced, mounting the Type 1 Ha-115 engine, offering 1150hp, fitted with a two-speed supercharger, driving a constant-speed three-bladed metal propeller. The first of these flew for the first time in February 1942 and incorporated a number of essential structural and equipment modifications.

Among these was, of course, a redesign of the wing structure. The necessity to strengthen the wing also offered the opportunity to introduce wing attachment points, to which 250kg bombs or 200 litre tanks could be fitted. Span was reduced by 60cm (23.5") through the reshaping of the wingtip. The engine was housed in a longer, wider cowl, while the canopy was slightly heightened, its top framing also being modified. A reflector gunsight replaced the previous telescopic sight, while 13mm headrest and back armour protection was added. A form of wing fuel tank protection was also introduced. All this was eventually incorporated into the Ki-43-II-Ko. This model went into large-scale production not only with Nakajima, but also with the Army Air Arsenal and the Tachikawa Hikoki KK as from November 1942. By February of the following year, the 716th and last Ki-43-I left the production line. This had enabled some ten Sentais to convert to the type from the older Ki-27 by the end of 1943, including the 24th, 26th, 50th, 204th, 248th and 33rd.

The Ki-43-II-Otsu was the next sub-type to appear. This displayed further modifications to the carburettor intake shape and the replacement of the oil cooler by a honeycomb unit. During the production life of this model, it was found necessary to move the underwing pylons further outboard to ensure that ordnance cleared the propeller arc after release. An auxiliary cooler was added under the fuselage later on. Such features were standardised on three prototypes of the Ki-43-II-Kai which were test flown between June and August 1943. On this sub-type, the exhaust collector ring was replaced by individual ejector type stubs. By the end of the year, Nakajima had reached a delivery rate of 135 machines a month. A number of Sentais converted to the new type, including the 54th, 77th, 63rd and 13th. By that time, the Hayabusa had become the most numerous type on Army inventory.

Notwithstanding it had become clear that the Ki-43 was nearing obsolescence, and that a worthy successor had already emerged in the form of the Ki-84 Hayate, work began on yet another version in May 1944. Ten prototypes of the new Ki-43-III were built by Tachikawa Hikoki KK, and differed in being powered by the Ha-115-II which now produced 1230hp... and little else; no effort was made, for instance, to upgrade its inadequate armament. There was, however, some improvement in performance, and the Ki-43-III-Ko entered production at Tachikawa, which from then on assumed responsibility for all Hayabusa production, as Nakajima concentrated all its efforts on the Hayate. While the Ki-84 was rapidly taking over from the Ki-43, Tachikawa continued to churn out Hayabusas by the hundreds, and by the end of the war had delivered a staggering 2,629 between Ki-43-II and Ki-43-III. This firm also presented a new version powered by the 1,300hp Mitsubishi Ha-112 14-cylinder radial. Its most impressive advancement, however, was the replacement of the machine guns by a pair of 20 mm Ho-5 cannons. These Ki-43-III-Otsu did not, however, proceed beyond the building of a pair of prototypes.

Although Ki-84s rapidly replaced Ki-43s in service, so widespread was the use of the latter, that the Hayabusa could still be found on the front line with at least a dozen Sentais, together with a number of independent Chutais at the close of hostilities. During the last couple of years of the war, it had lost much of its superiority, especially after a captured

example had been tested by the Allies in the autumn of 1943, when all its defects were exposed; this was a far cry from the United States Army Air Force's (USAAF) initial appraisal of the 'Oscar' as "an increasingly dangerous opponent". Despite all its shortcomings, the Hayabusa notched up an impressive operational record, as witnessed by the number of major Japanese fighter aces who flew it, including Isamu Sasaki (32 kills), Satoshi Anabuki (30) and Yukio Shimokawa (15), all from the 50th Sentai; Yasuhiko Kuroe (22) and Tateo Kato (18) from the 64th Sentai.

On Foreign Soil

A number of Hayabusas were operated by foreign operators, foremost of which was the Royal Thai Air Force. A number of Ki-43-I-Ko were ceded to Thailand, on which a squadron was formed for operations in southern China in support of Japanese forces. It can be said that their efforts were nothing more than propagandistic in nature as, in fact, their operational record was anything but stunning. However, with the formation of the new Thai Air Force after September 1945, a number of these fighters remained on inventory, serving well up to the end of the 'forties.

The end of the war was not to be the operational demise of the Ki-43. A number of Hayabusas were to see combat again, though on a very limited basis, during the civil war in China after the end of World War II, on



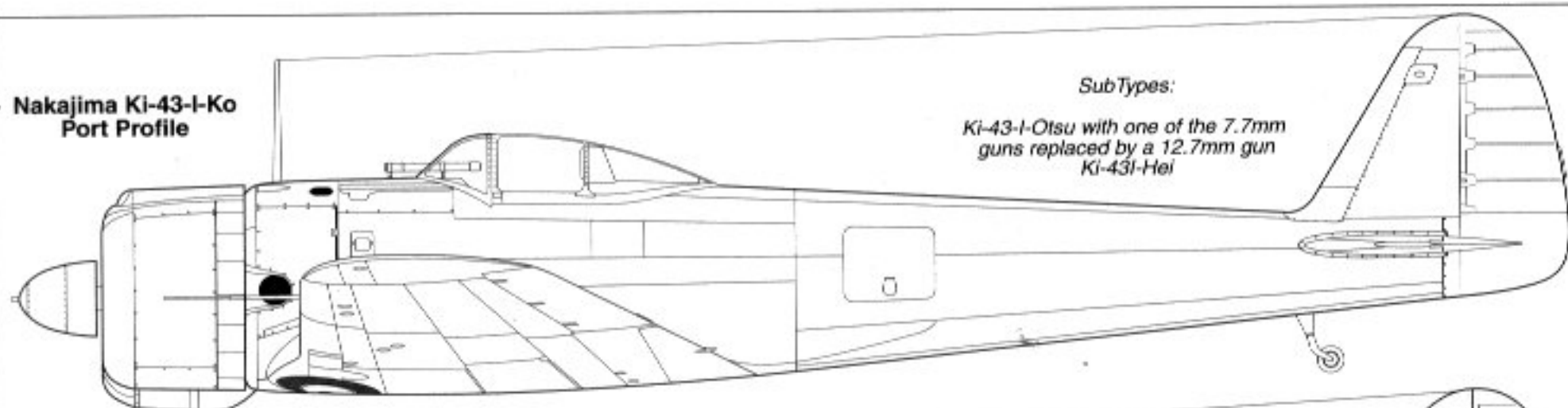
The Hayabusa was extensively operated also for flying training. This Ki-43-II belongs to the Akeno Flying School (R.L. Carson Archives)

Colours

Japanese Army Air Force Colours 1937-1945

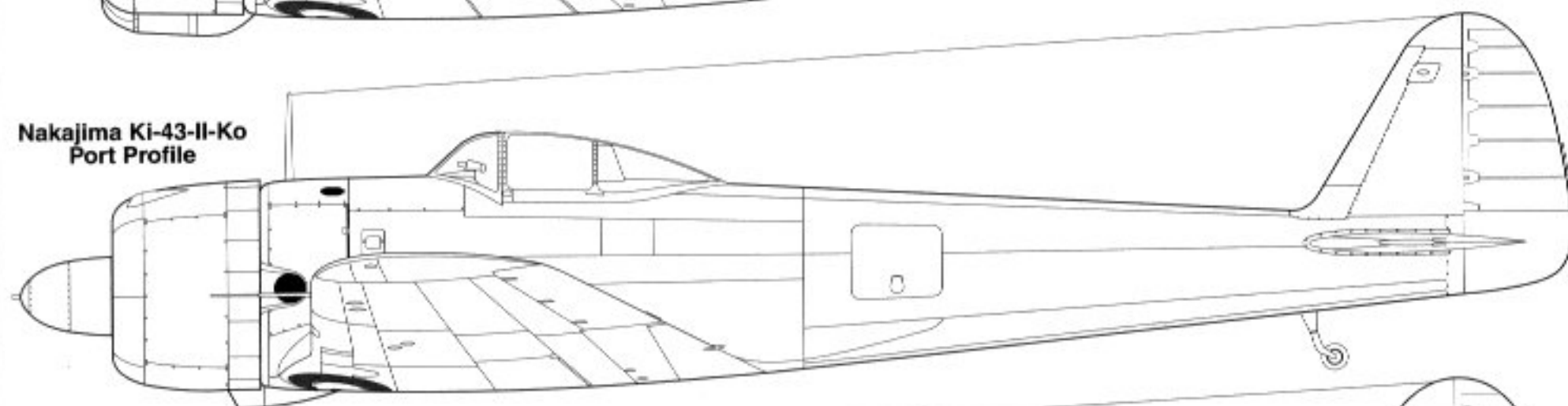
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Pale Grey	35630
Light Blue Grey	35414
Dark Brown	34151
Medium Brown	30111
Red Brown	10076
Medium Yellow	33655
Yellow Orange	32473
Orange	22246
Insigna Red	21136
Medium Blue	25184
Dark Blue	25090
Blue Black	24045
Black	27040
Insigna White	37722
Insigna Yellow	23655
Insigna Green	24230
Interior Blue	24417

**Nakajima Ki-43-I-Ko
Port Profile**

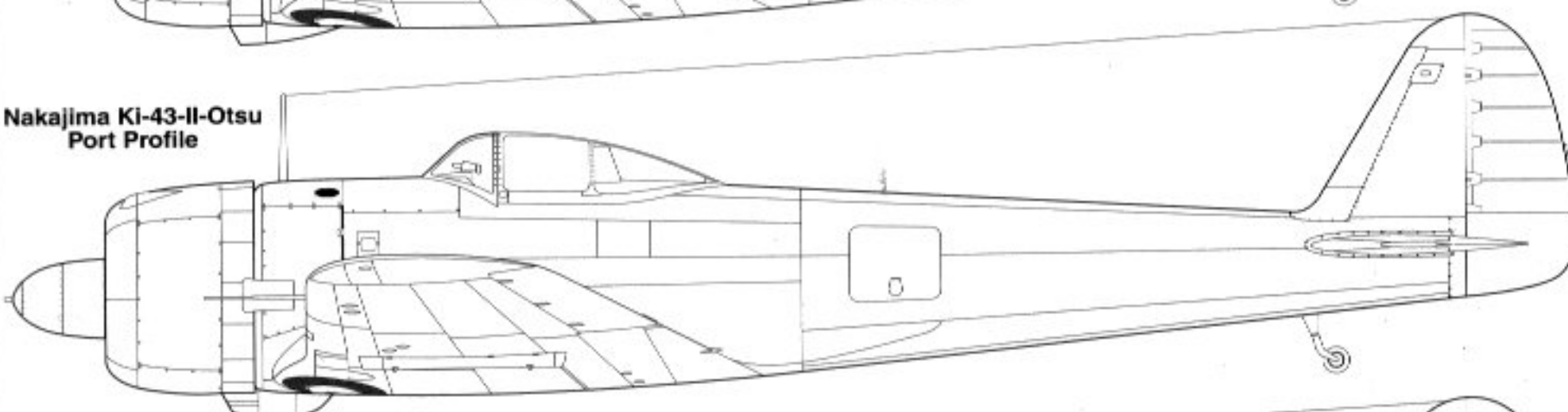


*SubTypes:
Ki-43-I-Otsu with one of the 7.7mm
guns replaced by a 12.7mm gun
Ki-43I-Hei*

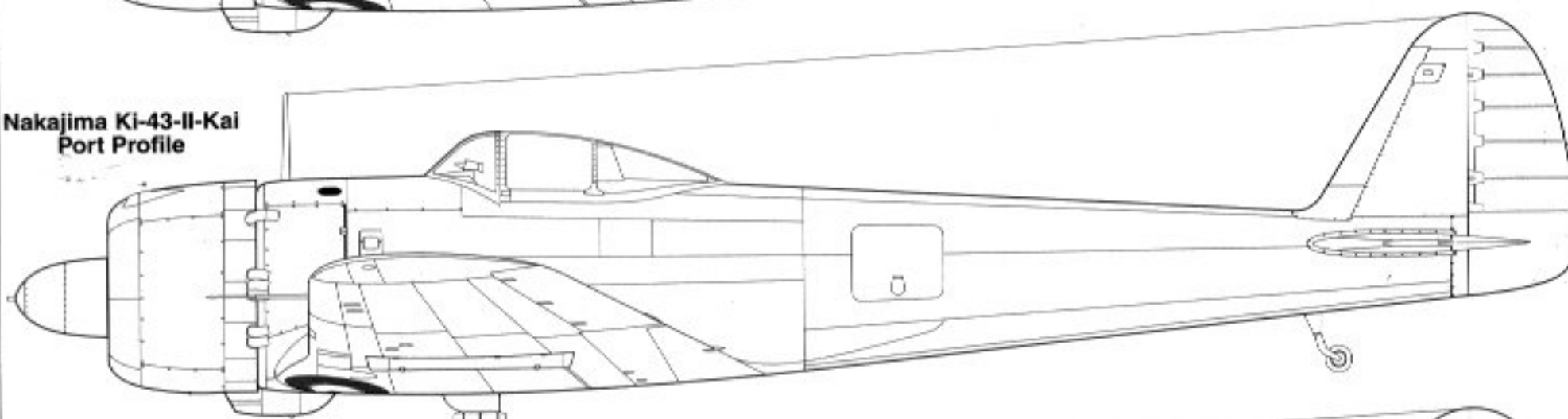
**Nakajima Ki-43-II-Ko
Port Profile**



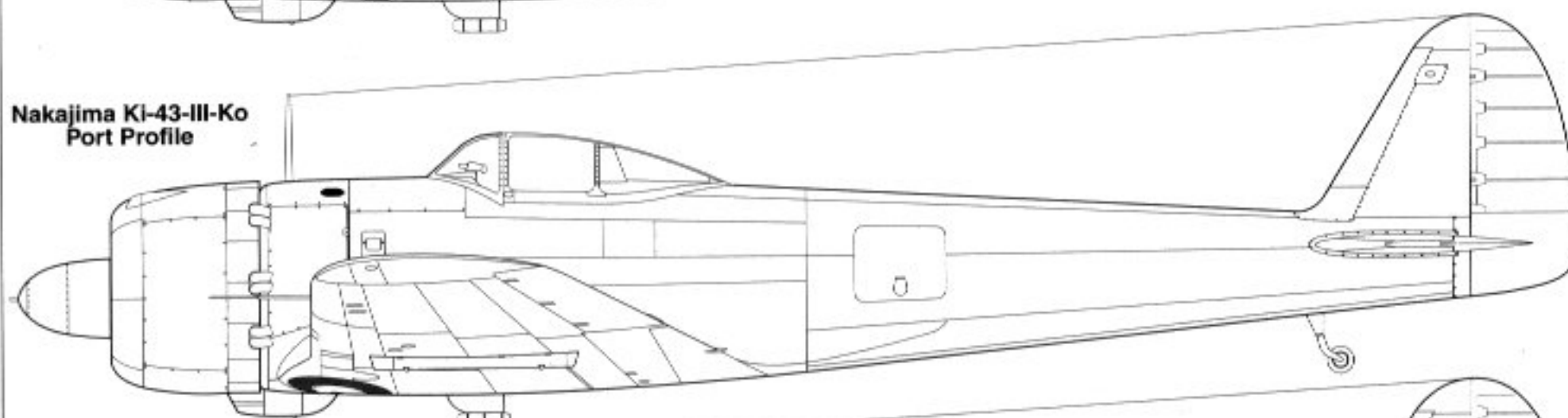
**Nakajima Ki-43-II-Otsu
Port Profile**



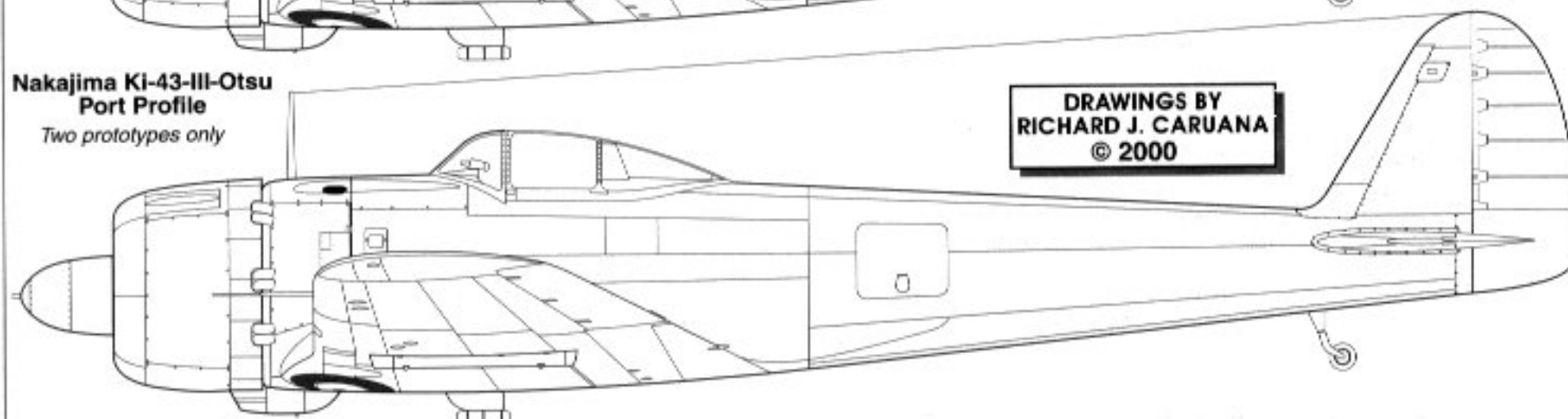
**Nakajima Ki-43-II-Kai
Port Profile**



**Nakajima Ki-43-III-Ko
Port Profile**



**Nakajima Ki-43-III-Otsu
Port Profile**
Two prototypes only



**DRAWINGS BY
RICHARD J. CARUANA
© 2000**

Nakajima Ki-43-II-Otsu
Upper Plan

Scrap view of Ki-43-I

'Butterfly'
combat
flaps

Nakajima Ki-43-II-Otsu
Inverted Plan

Original
long-span
wingtips

DRAWINGS BY
RICHARD J. CARUANA
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0 metres 1 2
0 feet 3 6
SCALE: 1/48

Nakajima Ki-43-I
Inverted Plan

Clipped
wingtip

Pitot
this side
only

the side of the Nationalist Chinese Air Force. These were aircraft which the Japanese had abandoned in China, and were eventually incorporated into the People's Liberation Air Force as from July 1946, which operated from Manchuria. It is believed some survived up to 1949.

Another country to see the Ki-43 fly its 'flag' was Indonesia. After the proclamation of its Republican status in August 1945, it formed its own air arm known as Angkatan Udara Republik Indonesia, exclusively based on captured Japanese material, with the Hayabusa forming its only fighter element. These fighters had been put together by cannibalising several aircraft, and were the

cause of many accidents. They slowly fell into disuse, and were eventually wiped out on the ground after strafing attacks by Dutch P-40s and P-51s.

Most odd was the use of the Ki-43 within the ranks of the Armée de l'Air. France re-took possession of Indochina which, in 1941, had been passed on to the Japanese by the Vichy Government. There they captured a considerable number of Japanese aircraft, most predominant of which was the Hayabusa. Personnel from Groupe de Chasse 1/7 landed in Saigon towards the end of 1945. While awaiting the arrival of their own aircraft, it was decided to service all available Ki-43s, the first example returning to the air

on December 1, 1945. Within a week, the unit could muster six fighters, while full strength was reached with around 20 aircraft. Their service was not without serious incidents (some fatal), and by the end of February 1946 the type was retired from service.

With close to 6,000 Ki-43s built, the Hayabusa certainly ranks among the most important types to emerge during World War II, notwithstanding all its defects. It could well be argued that Western pre-war evaluations were not entirely prejudiced after all. That initial burst of creativity and ingenuity displayed by Japanese aircraft designers which stunned the Allies, was soon to find further progress extremely difficult, as the country

sunk deeper into technological isolation; the A6M 'Zero' and the Ki-43 Hayabusa had, therefore, to serve as the backbones of naval and army aviation respectively and were never completely replaced by their far more advanced successors. There is no denying that the 'Peregrine Falcon' owes its place in history to those who flew it to its extremes – and beyond – including those practically unknown pilots whose desperation drove them to perform *tsuikari* (suicide) missions during the closing stages of the war. They too deserve to be remembered.

Richard J. Carnahan

Specification

NAKAJIMA KI-43 Hayabusa

Version:	KI-43-I	KI-43-II	KI-43-III
Powerplant:	990hp Ha-25,	1150 hp Ha-115	1300hp Ha-115-II
Weights:			
Empty	1590kg	1730kg	1970kg
Loaded	42048kg	2220kg	2400kg
Dimensions:			
Span	11.43m (37'6")	10.84m (35'7")	10.84m (35'7")
Length	11.89m (39')	8.92m (29'3")	8.92m (29'3")
Height	3.28m (10'9")	3.28m (10'9")	3.28m (10'9")
Wing area	22m ² (237sq.ft)	21.4m ² (230sq.ft)	21.4m ² (230sq.ft)
Performance:			
Max speed	496km/h (308mph)	529km/h (329mph)	576km/h (358mph)
Initial climb	909m (2,982')/min	859m (2,818')/min	940m (3,083')/min
Service ceiling	11,735m (38,500')	11,201m (36,750')	11,400m (37,400')
Range (norm/max)	1198km (745nmiles)	1649km (1,095nmiles)	3203km (1,990nmiles)
with underwing tanks		2124km (1,320nmiles)	3203km (1,990nmiles)
Armament:			
Machine Guns	2x7.7mm Type89	2x12.7mm Type 1	2x12.7mm Type 1
Underwing Stores	2x15kg bombs or 2x167lt drop tanks	2x30kg bombs or 2x250kg bombs or 2x167lt drop tanks	2x30kg bombs or 2x250kg bombs or 2x167lt drop tanks
Production:			
Prototypes	3	5	10
Pre-Production	10	3	2
	716	2492	2678

Captions to Tail Colours

1. Akano Flying Training School
2. 1 Hiko Sentai; Chutai colours are: Blue for HQ, Yellow for 1 Chutai, Red for 2 Chutai, Green for 3 Chutai (July 1942)
3. 1 Hiko Sentai, later version; Red for 1 Chutai, White 2 Chutai, Yellow 3 Chutai over grey-green doped rudder
4. 13 Hiko Sentai (Nov 1944)
5. 13 Hiko Sentai, second version (August 1944)
6. 23 Hiko Sentai (1944)
7. 24 Hiko Sentai (May 1940); White for 1 Chutai, Red for 2 Chutai, Yellow for 3 Chutai
8. 25 Hiko Sentai (November 1942); White for 1 Chutai, Red for 2 Chutai
9. 25 Hiko Sentai (1945); Blue was for HQ Chutai, White for 1 Chutai, Red for 2 Chutai, Yellow for 3 Chutai; the vertical band on the fuselage was also in Chutai colour, outline white
10. 25 Hiko Sentai later version, when individual aircraft numbers were removed
11. 25 Hiko Sentai (as from June 1943); Blue for HQ Chutai, White for 1 Chutai, Red for 2 Chutai, Yellow for 3 Chutai
12. 26 Hiko Sentai (1945)
13. 31 Hiko Sentai (1944) White for 1 Chutai, Yellow for 2 Chutai, Red for 3 Chutai
14. 48 Hiko Sentai (July 1943); was adopted in White, Red or Yellow, without identifying any particular Chutai
15. 59 Hiko Sentai, February 1943; White for 1 Chutai, Red for 2 Chutai and Yellow for 3 Chutai
16. 59 Hiko Sentai (1943); White for 1 Chutai, Red for 2 Chutai, Yellow for 3 Chutai. Upper fin characters are pilot's initials, not part of the unit marking
17. 63 Hiko Sentai (December 1943); White with Red outline for 1 Chutai, Red with White outline for 2 Chutai, Yellow with Red outline for 3 Chutai
18. 64 Hiko Sentai, Kato Chutai; White for 1 Chutai, Red outlined in white for 2 Chutai and Yellow outline white for 3 Chutai
19. 77 Hiko Sentai (June 1942); White for 1 Chutai, Blue for 2 Chutai, Red for 3 Chutai
20. 77 Hiko Sentai (1944); horizontal bars were Blue for HQ Chutai, White for 1 Chutai, Red for 2 Chutai, Yellow for 3 Chutai. 'Seagulls' in the centre remained white
21. 294 Kyodo Hiko Sentai, Commander's aircraft; it was also marked with three narrow vertical yellow stripes just aft of the fuselage
22. 248 Hiko Sentai, August 1942: 'Red Leaves' were in White for 1 Chutai, Red for 2 Chutai, Yellow for 3 Chutai
23. 24 Dokuritu Hiko Chutai (February 1944)
24. 71 Dokuritu Hiko Sentai (May 1944)

Modelling the... Nakajima Ki-43 Hayabusa (Oscar)

Kits

Manufacturer	Type	Kit No.	Subject	Availability	Remarks
Arii	IM	53001	Ki-43-I	OP	
Arii	IM	53002	Ki-43-II	OP	
Fujimi	IM	35508	Ki-43-I	CA	
Fujimi	IM	C1	Ki-43-I Type 1	CA	'Capt. Kato'
Fujimi	IM	C2	Ki-43-I Type 2	CA	'58th Air Regiment'
Fujimi	IM	C3	Ki-43-I Type 3	CA	'Capt. Takeda'
Fujimi	IM	7A-C4	Ki-43-I Type 4	CA	
Fujimi	IM	7A-C5	Ki-43-I Type 5	CA	
Fujimi	IM	7A-C6	Ki-43-I Type 6	CA	
Gartex	IM/R	GA-9	Ki-43-III	OP	
Hasegawa	IM	B17	Ki-43-IIA	OP	
Hasegawa	IM	A1	Ki-43-II	CA	
Hasegawa	IM	AP123	Ki-43-II	OP	
Hasegawa	IM	SP130	Ki-43-II	OP	
Revel	IM	H641	Ki-43	OP	
1/48th Scale					
Arii	IM	0322	Ki-43-IIb	CA	
Fine Molds	IM	FA09	Ki-43-II Kou Type 1	CA	
Fine Molds	IM	FA10	Ki-43-II Otsu	CA	
Fine Molds	IM	FA11	Ki-43-III Kou	CA	
Fine Molds	IM	FA12	Ki-43-I Kou	CA	'Manchukuo Army Air Force'
Fine Molds	IM	FA13	Ki-43-I Kou	CA	'Shin Butai'
Fine Molds	IM	FA18	Ki-43-I Kou	CA	'54th Air Regiment'
Fine Molds	IM	FA22	Ki-43-I Kou	CA	'64th Air Regiment'
Fine Molds	IM	FB04	Ki-43-I 'Late Version'	CA	
Nichimo	IM		Ki-43-I	CA	
Otaki	IM		Ki-43-IIb	OP	See Arii entry
1/32nd Scale					
Hasegawa	IM	ST3	Ki-43-II	CA	

● Collector's Corner (All the below are long out of production, and are listed for completeness only)

Manufacturer	Type	Scale	Subject	Remarks
AHM	IM	1/70th	Ki-43	Ex-Fujimi
Aoshima	IM	1/51st	Ki-43-IIb	
Arii	IM	1/89th	Ki-43	Ex-Ikko
Bachmann	IM	1/70th	Ki-43	Ex-Fujimi
BMW	IM	1/75th	Ki-43-I	Ex-LS
Doyusha	IM	1/100th	Ki-43-II	Ex-Marusan
Fuji	IM	1/99th	Ki-43-I	Ex-Marusan
Fujimi	IM	1/70th	Ki-43	
Ikkō	IM	1/89th	Ki-43	
KSN/Midori	IM	1/62nd	Ki-43	
KSN/Midori	IM	1/28th	Ki-43	
LS	IM	1/75th	Ki-43-I	
Marusan	IM	1/100th	Ki-43-I	
Marusan	IM	1/99th	Ki-43-I	
Marusan	IM	1/50th	Ki-43-I	
Miloon Plamo	IM	1/50th	Ki-43	
Mitsawa	IM	1/144th	Ki-43-II	
Nakamira Sangyo	IM	1/106th	Ki-43	Ex-Sanwa

Nichimo	IM	1/48th	Ki-43	
Otaki	IM	1/48th	Ki-43-IIb	Later issued by Arii & Matchbox
Raccoon	R	1/32nd	Ki-43-I	
RSL	IM	1/50th	Ki-43	Ex-Marusan
Sankyo	IM	1/150th	Ki-43	
Sanwa/Tokyo Plamo	IM	1/106th	Ki-43	
Sanwa/Tokyo Plamo	IM	1/120th	Ki-43	
Skywave	IM	1/70th	Japanese Army Fighter Set	inc Ki-43
Tamiya	IM	1/50th	Ki-43-III	
Tokyo Sharp	IM	1/51st	Ki-43	
Toyco/Berg	R	1/48th	Ki-43-II	Planned for 1994, but never issued
Tsukuda	IM	1/70th	Japanese Army Fighter Set	inc Ki-43 (Ex-Skywave)
UPC	IM	1/50th	Ki-43-II	Ex-Marusan
Za	IM	1/70th	Ki-43	

Accessories

Manufacturer	Type	Product No.	Subject	Availability	Remarks
Engines & Things	R	72017	Nakajima Sakae 21	CA	
Engines & Things	R	72018	Nakajima HA-115 Engine	CA	
Eduard M.A.	ED	72-175	Ki-43 Detail Set	CA	Hasegawa kit
Falcon	VF	Set No. 13	IJA AF WWII	CA	inc Ki-43 Canopies
1/48th Scale					
Cutting Edge	M	CEBM48119	Ki-43 Type 1 Wheel	CA	
Engines & Things	R	48138	Hub Masks	CA	True Details 48021
Engines & Things	R	48141	Nakajima HA-115 Engine	CA	
Falcon	VF	Set No. 34	IJA AF WWII	CA	inc Ki-43-I & Ki-43-II Canopies
Squadron	VF	9546	Ki-43 Oscar Canopy	CA	
True Details	R	48021	Ki-43 Wheel Set	CA	

Decals

Manufacturer	Product No.	Subject	Availability	Remarks
AeroMaster	72018	Hayabusa Collection	CA	
AeroMaster	SP72-04	Eagles of the Rising Sun	OP	inc Ki-43 Oscar
1/48th Scale				
AeroMaster	48006	IJA AF Fighters	CA	inc Ki-43-III Kou
AeroMaster	48011	Nakajima Ki-43 Oscar	CA	
AeroMaster	48316	IJA AF Falcons PLI	CA	4x Ki-43
AeroMaster	48319	IJA AF Falcons PLII	CA	4x Ki-43
AeroMaster	48381	IJA AF Falcons PLIII	CA	4x Ki-43
AeroMaster	SP48-06	Special Attack Squadrons	CA	inc Ki-43 Oscar
Superscale	48515	Ki-43 Oscar	CA	
Superscale	48515	Ki-43 Oscar	CA	

Key			OP	Out of Production
CA	Currently Available		R	Resin
EB	Etched Brass		VF	Vac-formed Plastic
IM	Injection Moulded Plastic (inc Limited-run)		WM	White Metal (inc Pewter)

The Nakajima Ki-43



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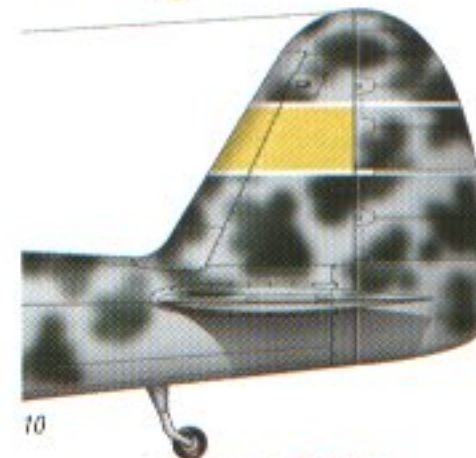
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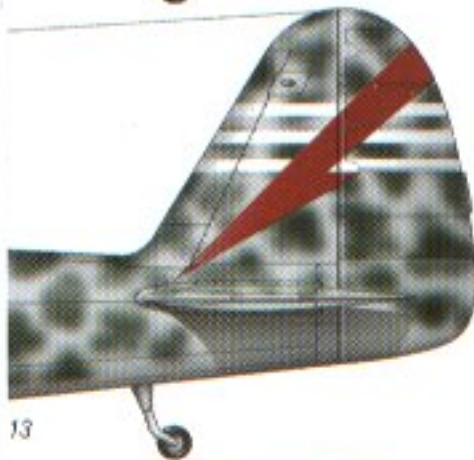
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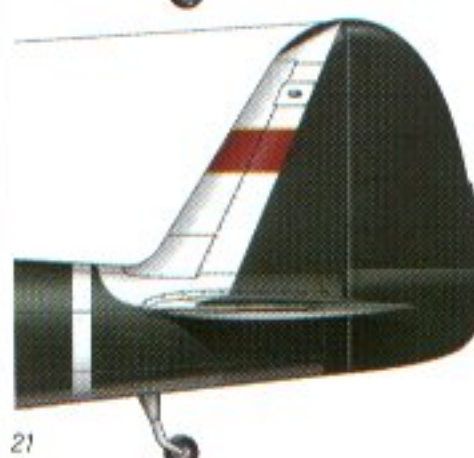
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24



Eagle's Wings

by Nicholas J. Wigman

The Gavia Fokker D.II

History

The appearance of the German Fokker monoplanes in 1915 caused major problems for the Royal Flying Corps with heavy losses of both aircrew and machines. These aircraft were successful in that they brought the first forward-firing synchronised machine guns to the Western Front and were very effective against the poorly armed allied types of the time. The Fokker E types in themselves were however not outstanding performers. They were eclipsed in 1916 with the appearance of more advanced allied types such as the British Bristol Scouts, D.H.2s and F.E.2s, and the French Nieuports with their own variations of forward firing guns.

In an attempt to redress the balance more advanced German biplane fighters were brought into service. The most successful of this next generation of fighters were the early Halberstadt D types. They were joined in the summer of 1916 by the first Fokker D types.

The Fokker D.II was a derivative of the M17 prototype. The fuselage was similar to the earlier monoplanes. Like the monoplanes lateral control was by wing warping rather than by ailerons. This rather primitive feature made the aircraft more difficult to fly than its contemporaries and the flexible wing was not as strong as it could have been. The Fokker D.II was powered by a 100 horsepower engine and the performance was far from spectacular. The aircraft was relegated to quieter areas of the front or to home defence duties.

The Kit

This is the first kit that I have seen from Gavia and my first impressions were very

favourable. The plastic parts have sharp detail and are pretty much flash free. The plastic has an unpolished appearance so after washing the parts in warm soapy water to get rid of any mould release agents they benefited from a quick polish with very fine wet and dry paper. There is a well printed transfer sheet by Propagteam which contains markings for two aircraft. Also included is a sheet of etched brass with the control horns, seat belts, various parts for the gun and a strap to secure the cowling.

Assembly

Assembly starts as usual with the fuselage interior. The detail supplied here is rather good. I undercoated the whole interior with dark earth and pre-shaded the fuselage structural members with dark brown. The interior was then lightly airbrushed with Humbrol Matt No108 to represent the fabric. The raised detail was very gently drybrushed with light grey to bring out the structural members a little. Use of enamels for the interior of aircraft models is purely a personal preference. I find it more effective to drybrush over enamel paint than acrylics. Looking at photographs of the D.II and E.III interiors I get the impression that there was no cockpit floor as such. The footboards and controls were attached to the fuselage structure. The floor was therefore given the same treatment before the footboards were painted.

The front of the fuselage was made of metal which seems to have been polished with some sort of mechanical device to give a mottled appearance. This is a very prominent feature of the early Fokker fighters. The inside of the fuselage was masked to match the fabric areas on the outside. I then sprayed Humbrol buffable aluminium onto the front of the interior and the ammunition box for the gun. Small dots of this colour mixed with buffable gunmetal were applied by stippling with a coarse brush and the two colours were buffed together when dry.

I replaced the kit primer pump with an item built from brass rod and thin tube. This was left unpainted apart from an oil wash and looked quite effective.

The floor, rear bulkhead and ammunition box were then installed and the fuselage halves were joined. There are no

locating pins on the fuselage but the fit is good. The Fokker D.II fuselage was of welded steel tube braced with wires. I therefore added steel wire to the fuselage members to represent this.

I did not fit any of the rest of the fuselage detail at this stage as the interior would have to be masked for painting and the parts could have been damaged.

There is moulded detail on the sides, top and bottom of the fuselage representing the impression of the internal structure through the fabric. I could not help but remove this on the top and bottom of the fuselage when the joint was cleaned up so I replaced it with thin rod. This feature does not really capture the appearance of the original aircraft. Photos suggest that only the prominent ridge running down the sides of the fuselage should really be visible. This has more of the

appearance of a shallow 'V' shape than the sharp moulded line presented in the kit. Some modellers may wish to represent this by skinning with thin card but I chose to just gently rub down the existing detail.

When in transit the aircraft was dismantled and the lower wings were carried along the sides of the fuselage. The top wings were then attached to the bottom wings. I drilled small holes in the locating points on the sides of the fuselage to accept Grandt Line eyes later in assembly to represent the attachments. These would also be added to the top of the lower wing later on.

The front of the lower fuselage appears to have been metal and so with reference to photos, a piece of 5 thou card was installed to represent this. I made the mistake of using a little too much liquid cement while



This is what you get for your money. The quality of the parts provided reflects the box art - impressive



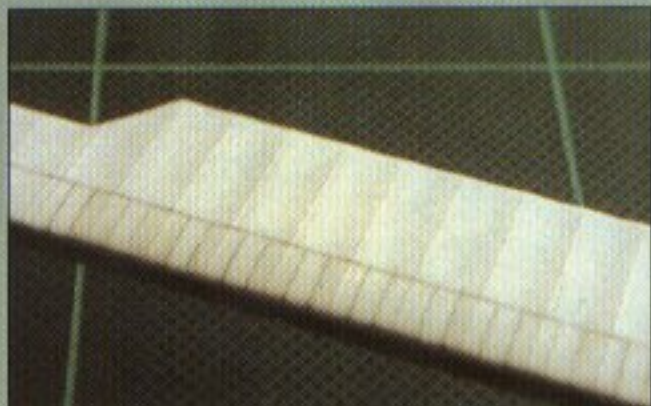
The brass parts on their sprue. The seat belts have been undercoated before the recesses were detailed with dark brown and the belts drybrushed to bring out the details. This process is much easier when the parts are still attached to the sprue

Fokker D.II

Manufacturer:	Gavia
Scale:	1/48th
Price:	£TBA
Kit No.:	003/1199
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Plastic Colour:	Light Grey
Type:	Injection Moulded Plastic & Etched Brass
Parts:	Plastic 43, Etched 27.
Decal Options:	2
Manufacturer:	Gavia
Obtain in the UK via:	LSA Models & Hannants



The gun as supplied in the kit



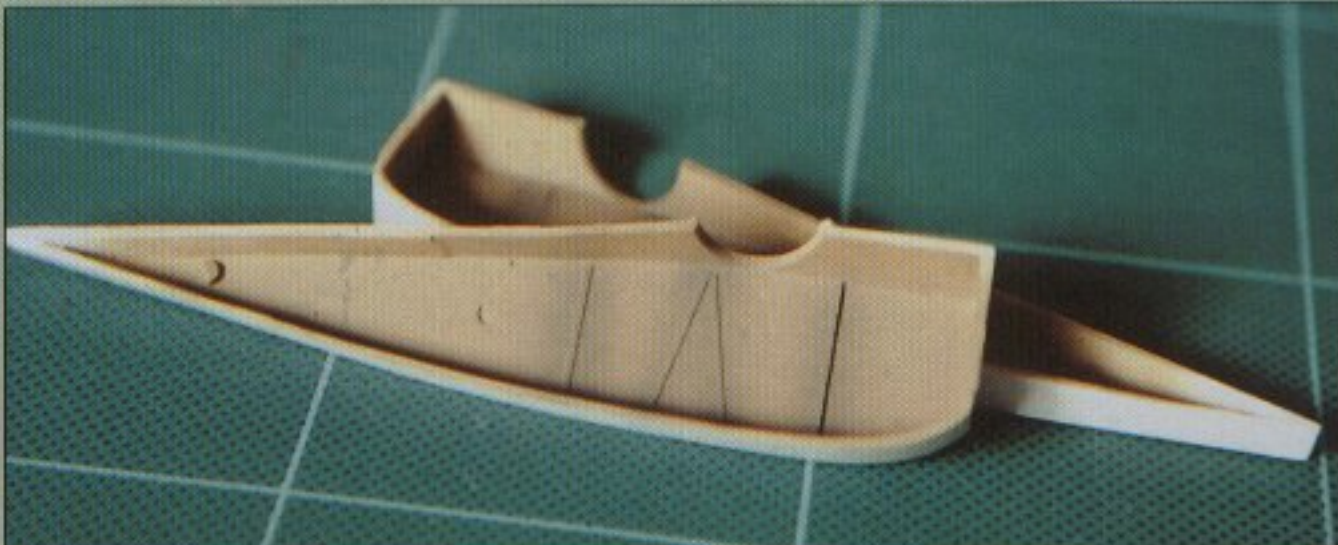
The top wing marked ready for application of leading edge ribs



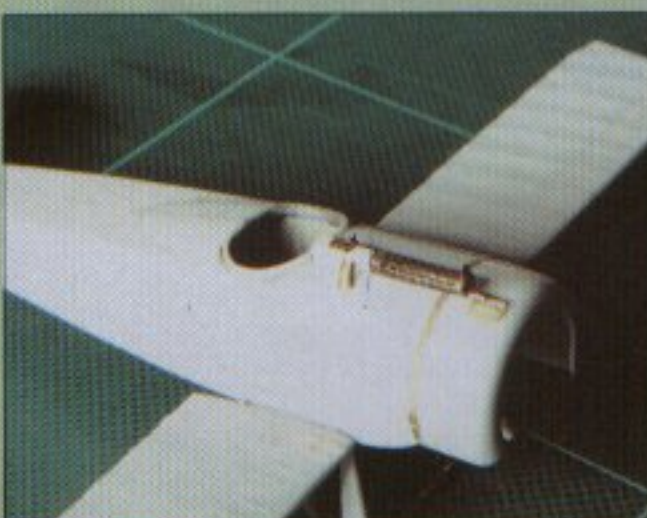
The pulleys for the wing-warping cables attached to a brass rod spar



Top view showing the gap between wing and fuselage. Note also the primer pump from brass tube just visible inside the cockpit and the less than brilliantly positioned gun



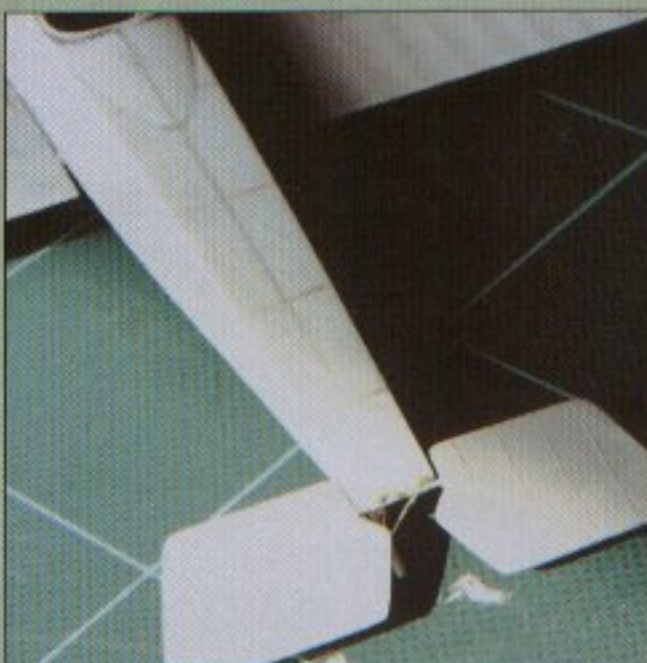
The fuselage has been undercoated and the structural members have been given a pre-shading coat of dark brown. A linen coloured overspray has been applied but kept to a minimum to allow the pre-shading effect to be seen through the small cockpit opening. The ejector pin marks are not visible in the finished interior



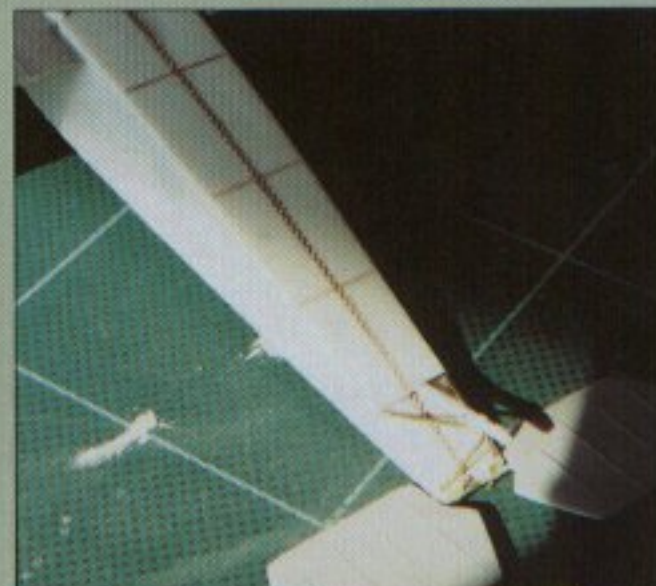
The completed gun fixed to the fuselage



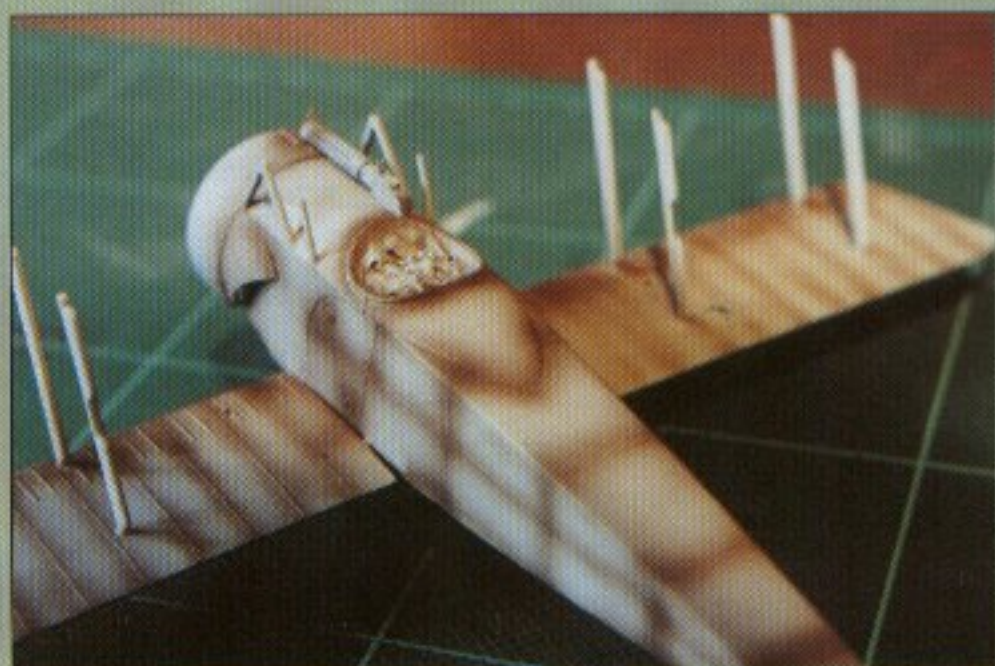
This underside view shows the card skinning to represent the metal fuselage front along with the strengthening strips. The axle has been replaced with 30 thou brass rod. Note that the clean-up after installation of the lower wing spars has led to the removal of the inner wing rib - to be replaced later



The upper rear of the fuselage showing the (dropped) elevators. Note the trailing edges have been reduced and the ribs reinstated from plastic rod



The lower rear of the fuselage showing the brass rod tail skid supports. Just visible at the front of the skid is the bungee chord. Thin rod has been applied (and rubbed down until just visible) to represent the impression of the internal structure removed during the clean-up of the fuselage joint. A thin slice of Veriden mesh has been applied to represent the lacing



The undercoat and pre-shading applied



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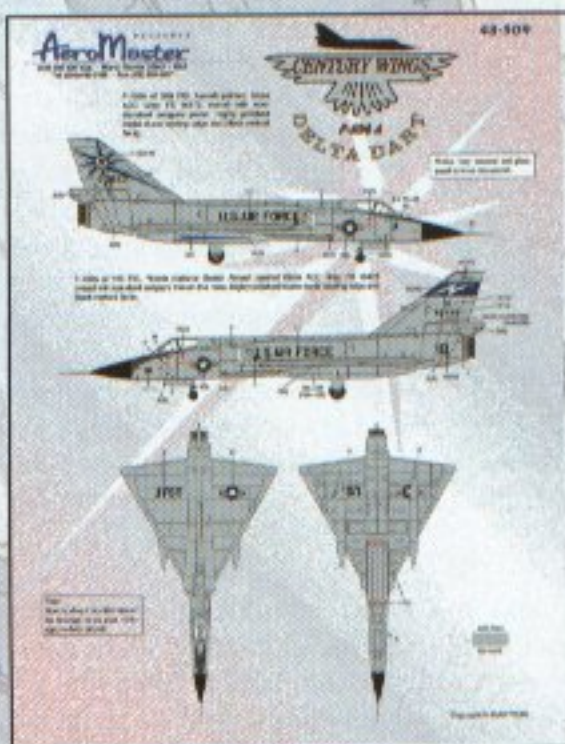
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DECALS



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(COUNTER CLOCKWISE ORDER)

48-509 F-106 DELTA DART

1. F-106A of 318 FIS. Aircraft painted Gloss ADC Gray, FS 16473.
2. F-106A of 125 FIG, Florida National Guard.

48-508 F-102A DELTA DAGGER

1. F-102A of 431 F.I.S., Satan's Kittens.
2. F-102A of 196 F.I.S., 163 F.I.G., California Air National Guard.

48-507 F-105G WILD WEASEL

1. F-105G (63-8332), 35th TFW, 562nd TFS.
2. F-105G, 35th TFW, 562nd TFS.

48-506 F-101A VDOODOO

1. F-101 B-110-MC s/n 80265 of 119 FG, 178 FIS.
2. F-101 B s/n 70364 of 60 FIS.

48-500 PHANCY PHANTOMS

1. F-4B Bu 153064 VMFA-115 Marine Air Group 15 Marine Air
2. F-4S Bu No 153904 VMFA-321

48-495 FAIREY BATTLE

1. Fairey Battle K9353 HA-J Sgt. J.B. Horner, Sgt. L.C. Flisher, LAC L.D. Davies, 218 Squadron, Bouillon, France, 12 May 1940.
2. Fairey Battle P2332 PH-F F/O N.M. Thomas, Sgt. B.T.P. Carey, Cpl. J.S. Campion, 12 Squadron, Vroenhoven, Belgium.
3. Fairey Battle K9353 HA-J Sgt. J.B. Horner, Sgt. L.C. Flisher, LAC L.D. Davies, 218 Squadron, Bouillon, France, 12 May, 1940.
4. Fairey Battle K7578 105-F 105 Squadron, RAF Harwell, England 1938.
5. Fairey Battle L5360 RH-G Flt. Lt. L.D. "Tug" Wilson, Sgt. Walton, Sgt. Ward, LAC Cook, LAC J. Muncie, 88 Squadron, Fontenay-le-Comte, France. 20 June 1940.
6. Fairey Battle K9176 G 226 Squadron, RAF Harwell,

48-487 F-16 ISRAELI BARAK

F-16 C'S AND D'S

48-508 F-102A DELTA DAGGER

1. F/A-18D, BuNo. 164245, #01 of VMFA (AW)-225 'Vikings', NAS El Centro.
2. F/A-18C, BuNo. 163719, #200 flown by CAG Captain Tallent, VFA-115 'Eagles'.

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A close-up of the completed model showing the Grandt Line eyes representing wing fixings used during transport

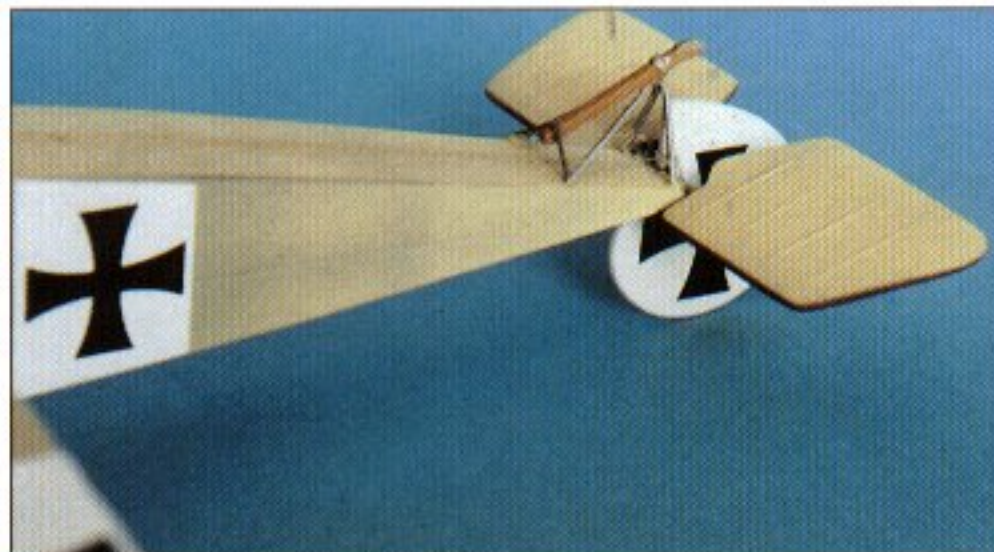
attaching this and blemishes appeared in the card after a couple of days requiring some filling and cleaning up - those considering reskinning the fuselage beware. There were two metal (strengthening?) strips running along this, in line with the engine mount, which were added from plastic strip.

There are two holes in the fabric covering of the lower fuselage which need to be drilled out at this stage. The fuselage fabric was apparently applied from the rear of the fuselage being pulled up to the front rather like putting on a sock. The fabric tube was joined at the bottom and I represented the lacing with slices of Verlinden mesh attached with Liquid Poly.

The cowling and its cheek plates were attached next. Note that the cowling does not actually touch the sides of the fuselage at its bottom edges. Small stand-offs hold it in place. The lower edges of the cheek plates were therefore cut away and small pieces of plastic rod installed.

The wings are very well produced with thin trailing edges and rib tapes represented very nicely indeed. The lower wings are intended to be simply butt jointed to the fuselage. However as with many aircraft of the period there is a gap between the lower wing and the fuselage and the lower wing spars are visible. This is quite a prominent feature on photos of the aircraft and I did not feel it could be ignored. I therefore cut about 2 mm from the fuselage end of each wing with a razor saw and then cut small slots in line with the strut locations to accept spars made from brass rod. The area around

the spars was then filled with gap filling superglue hardened with an accelerator to give as strong a joint as possible between the wings and their spars. This was rubbed smooth as quickly as possible as superglue treated in this way seems to continue to harden for a few days. If left for a day or so the glue can become harder than the surrounding plastic making sanding down a



A close-up of the rear fuselage showing the tailskid

little difficult. The wing rib detail was removed from this area during the clean-up so I reinstated it using thin rod.

Reference to photos showed that there were pairs of small ribs in between the main ribs that were visible on the tops of both sets of wings. These ran from the leading edge of the wing to the front spar. I marked the positions of the ribs with a pencil and installed the new ribs made from the thinnest rod I could find. This was sealed in

with liquid poly and gently rubbed down after setting for a few days.

The centre section of the top wing was raised above the level of the outer panels to improve the pilot's forward visibility. Though represented in the kit, I scraped a little more plastic away to make this a more obvious feature. The pulleys for the wing-warping cables were mounted on a bar (possibly the rear wing spar) so this was replicated by wrapping the etched brass parts supplied around some 20 thou brass rod rather than simply attaching them to the wing as suggested in the instructions.

Holes were drilled in the lower fuselage to accept the spars and the lower wings were attached with superglue leaving about 2mm between wing and fuselage. Care was taken to line up the lower wings with the top wing during this procedure.

Holes were drilled for the tailskid support struts. The kit items were replaced with 20 thou brass rod bent to shape and installed in pre-drilled holes. This looked a little neater and the joint was stronger than the butt-jointed plastic parts. The tailskid itself was braced with bungee chord. This was represented by 4 or 5 strands of steel wire twisted tightly together.

The elevators have quite thick trailing

edges that need to be thinned by sanding. I also replaced the plastic bar between the two halves of the elevator assembly with a piece of brass rod for strength and a neater appearance. This removes the surface detail on the elevators so this was again replaced with rod. There are hinges attaching the tailplane to the fuselage which I represented with Tamiya masking tape soaked in superglue when in place. The etched control horns were also added at this stage.

The interplane struts on the Fokker D.II are quite interesting in that they have a metal portion at the front and a streamlined wooden fairing at the rear. Using a P cutter I carefully scribed a line to represent the division between the metal and wooden parts. I used thick masking tape as a guide here and also to secure the struts to the workbench.

There are only faint location points for the interplane struts and if there were ever any for the centre section struts they had long since been removed during the clean-up of the fuselage joint. I did not think that a simple butt joint between the wings and struts was going to be strong enough so I drilled out the locating points slightly. I decided to attach the interplane struts to the lower wings at this stage. The strut-to-wing joints were strengthened with thin superglue. Usually the struts are attached after the airframe is painted so this may seem a controversial move. However, given the option, I think that it is better to have a strong joint here, than to have to worry about gluing the struts to a painted surface and spoiling the airbrushed finish during the fiddly business of fitting the top wing. At least this way I had to worry about marring the paint finish on only one wing.

I drilled out the location points for the centre section struts and applied these to the fuselage - again strengthening the joint with thin superglue. Photos show that the rear pair slope forwards more or less following the line of the interior fuselage framing rather than being vertical as suggested by the drawings in the instructions.

The metal parts of the fuselage were to be treated with buffable metallic paint. I therefore decided to attach the gun and ammunition chute at this stage rather than try and stick them on afterwards and risk marring the finish. The gun as supplied is quite well detailed with its ammunition feed and other items being supplied as etched parts. Unfortunately and surprisingly the perforated gun jacket is not supplied as an etched part, being in solid plastic. I decided to replace this with a part from the Eduard etched Spandau gun set. This looks very effective indeed. In order to bend the flat etched jacket into a cylinder I found it helps enormously to anneal the part first. This is done simply by heating it in a gas flame for a few seconds and then immersing it immediately in cold water. The jacket was then easily bent to shape around a suitably sized piece of brass rod. The gun barrel itself came from a piece of thin steel tube.



The front of the fuselage showing the pushrods added to the engine and the very effective looking Eduard parts replacing the kit gun jacket. Note also that the wing warping means that the rigging does not follow the normal double bay biplane pattern



The cockpit opening - the aircraft seems to have had particularly sparse instrumentation. Note also the transfer strips representing strut reinforcements and the rigging frenzy necessary between the wings

The sharp-eyed reader will notice that I have managed to attach the gun on my model too far forward. The front baffle should be in line with the rear of the cowling. The rear of the gun should actually be inside the cockpit opening. This feature was no doubt very unpopular with the pilots in the event of a less than perfect landing. Despite being perfectly clear in both the plans and the printed instructions I realised this too late in the project to do anything about it - a salutary lesson in the need for

known propaganda photos of a Fokker D.II in flight which show a distinctly soft edged camouflage scheme but with other examples the state of the colour demarcation is not that clear. I elected to mask the demarcation between the two colours - the presence of the struts would have made freehand airbrushing of the lower wing difficult.

After carefully masking the camouflage, the metal areas were sprayed with Humbrol buffable aluminium and given the same stippling treatment as the interior before the

carrier film is very thin indeed being almost invisible when dried. I usually leave the fuselage decals until the last possible stage in the assembly to avoid marking them during final assembly and rigging so these were not applied at this point.

Final Assembly & Painting

Detail painting was done using enamels and a very sparing burnt umber oil wash was applied to the fuselage lacing and other appropriate areas.

The masking was removed from the fuselage interior and a control column was added. I discarded the kit item and made a more substantial column from brass rod. The control column handles were made by wrapping a piece of annealed brass rod around a suitably sized metal bolt and cutting a small ring from the resulting spiral. A firing button was added from a small plastic disk cut with a punch and die set. This assembly was based on photos of the column on a stripped down Fokker E.III - probably representative of this aircraft too. The seat was added along with the etched seat belts.

burnt umber oil paint. The moulded detail is very good and was brought out nicely with dry brushing using Humbrol aluminium. My approach to engine detailing and painting is probably a bit simplistic. Engines (even those that are oily and dirty and have been used for a while) probably have a lot more colour than this associated with them. The engine is very visible on the finished model but the kit item is a very good starting point for super detailing for those inclined to do so.

Rigging

Rigging was done using rolled steel wire. This was attached to the ends of the struts with white glue. Pay attention to the plans here and plan ahead, I found it a great help to pre-drill holes in the fuselage and cowling to accept some of the wires. This has to be done before the wings and struts are added. On this aircraft the rigging wires have turn buckles on the ends to apply tension. I applied tiny blobs of white glue mixed with black food colouring a little way from the ends of some of the appropriate wires to represent this. I am not convinced by the result and my search continues for an effective way of representing rigging wires and their various attachments.

As with many aircraft of this era, photos show a distinctly glossy appearance to 540/16 but I do not feel that a high gloss finish is appropriate in this scale. I therefore applied a light coat of satin varnish to seal the model.

In Conclusion

I had a thoroughly good time building this model. Apart from the Fokker E.III, there are few kits available of the early Fokker types in this scale and Gavia's offering is most welcome. The kit is perhaps not for the first-time biplane builder (due to its complexity as a two-bay biplane subject rather than any



Various shots of the completed model

constant reference to photos and plans during a project like this.

The undercarriage was attached next with the kit axle being replaced with brass rod for strength. I also added some small lengths of plastic rod to represent the attachment points for the bungee chord springs which acted as shock absorbers.

Painting

With the main airframe components now assembled I masked the cockpit opening with damp tissue and primed the everything with Halfords Grey Primer. I decided to apply pre-shading to the model thinking that this would look effective on the bare fabric areas. This was done using dark brown Tamiya acrylic.

There are transfers provided for two aircraft in the kit. The kit box art shows a spectacularly marked machine from Jagdstaffel 16 but I elected to model the other option - 540/16 - simply because I found the colour scheme appealing.

The fabric areas were sprayed with a few light coats of Humbrol No 108 taking care to allow the pre-shading to show through. I normally prefer to airbrush aircraft models with acrylics than enamels as I find they give a smoother finish. However in this case I anticipated having to touch up the underside of the top wing by brush when the struts were attached and I find brush painting much easier with enamels than acrylics (just a personal preference).

Having already attached the struts to the lower wings there was a much reduced risk of having to brush-paint anything here. The camouflage was therefore applied using acrylics. I doubt that it will ever be possible for anyone to be able to state with confidence the exact shades used on aircraft of this period - or even the colours in many cases. I settled for a dark green overpainted with dark brown as stated in the instructions.

The colour scheme on the aircraft modelled is very distinctive and odd in that the camouflage did not extend down the sides of the fuselage. There are some well



colours were buffed together.

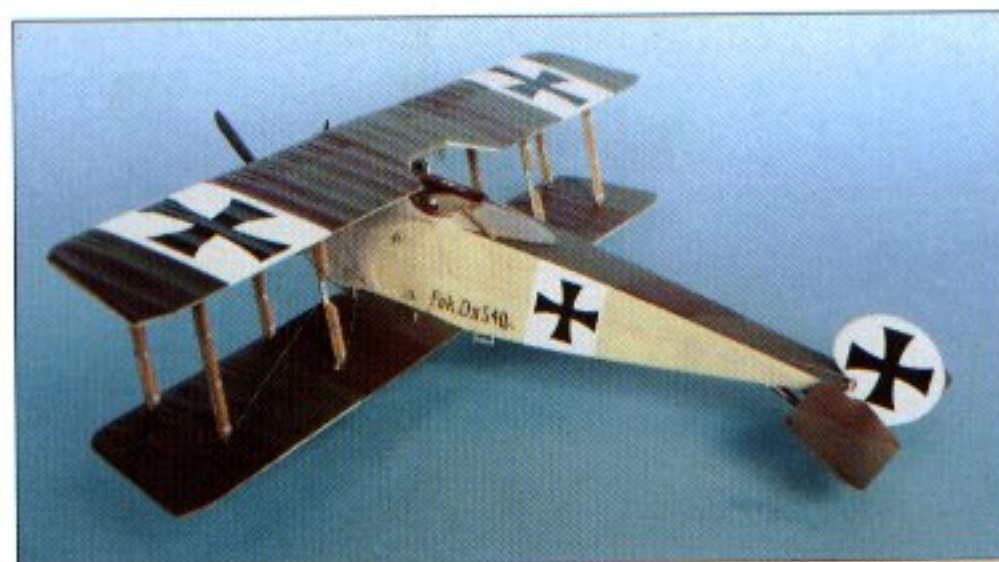
The rudder was sprayed with white acrylic but not added to the rest of the airframe at this stage to allow easier application of the transfers. Despite spending a long time looking at my available photos I am still unclear how the rudder was actually attached to the airframe. I would suggest however that the modeller at least files a small notch into the rudder bar to ease its attachment to the bar between the elevators.

The paint was sealed with several light coats of Johnson's Klear to protect the finish and in readiness to receive the transfers.

The struts were painted with light earth at the rear and aluminium on the front using the scribed demarcation line as a guide. They were then gloss varnished. Each interplane strut had four reinforcing bands. These were replicated with strips of clear transfer film painted with aluminium enamel. The strips were wrapped twice around each strut to give sufficient thickness to the structures. This operation was not helped by the fact that the struts were already attached to the lower wing.

Decals

These are excellent. They are in perfect register and have sufficient colour density to cover the dark upper surface colours. No setting solutions were necessary and the



The Grandt Line eyes mentioned earlier were added to the fuselage and lower wings.

The top wing was attached with no problem. I employed my usual method of applying small drops of superglue to the pre-drilled holes in the upper wing rather than to the ends of the struts. There is less chance of smearing it all over the place this way. The model was supported in a makeshift jig made from paint tins and bits of Blu-tac while the assembly set.

The engine as supplied looks a little basic and was given some push rods from thin plastic rod and some detailing on top of the cylinder heads with disks cut with the punch and die set. The engine was painted with Humbrol gunmetal and given a wash with

shortcomings with the kit) but it should be well within the scope of most people with a few WWI models behind them.

This kit has been extremely well produced and is easy to build. The outlines are accurate - the kit parts match up very well with the plans in the Windsock publication on the type. I have improvised in a few areas, but have done nothing that would be out of the scope of most people wanting to spend time looking at plans and photos, and wishing to fiddle about a bit producing a nice model.

My thanks go to Gavia for the opportunity to build a splendid kit - enjoy.

Dai Williams



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Classic Plastic

Fishers of Men – Modelling the Airfix

Kingfisher

by Gary Hatcher



The Kit

Formerly moulded in dark blue plastic, the Kingfisher has since returned in the standard light grey, and comes with sixty-five nicely moulded parts and markings for two aircraft - a float-equipped Yankee from USS North Carolina in 1944 and a bandy-legged Fleet Air Arm machine in a boring two-tone grey scheme, which I can't imagine anyone ever wanting to make.

This was the option I chose, as my childhood spent in the vicinity of Yeovilton has left me with a fondness for all things FAA.

The kit is, of course, far from perfect. The instructions are the usual clear,

In this day and age of market forces, where every other kit is either a Hawker Typhoon or the latest overpriced work of art in quarter scale, there are those of us who still give thanks for the constant re-issue by Airfix of their ancient past, and the subsequent re-appearance of aircraft and kits that would otherwise have passed into obscurity.

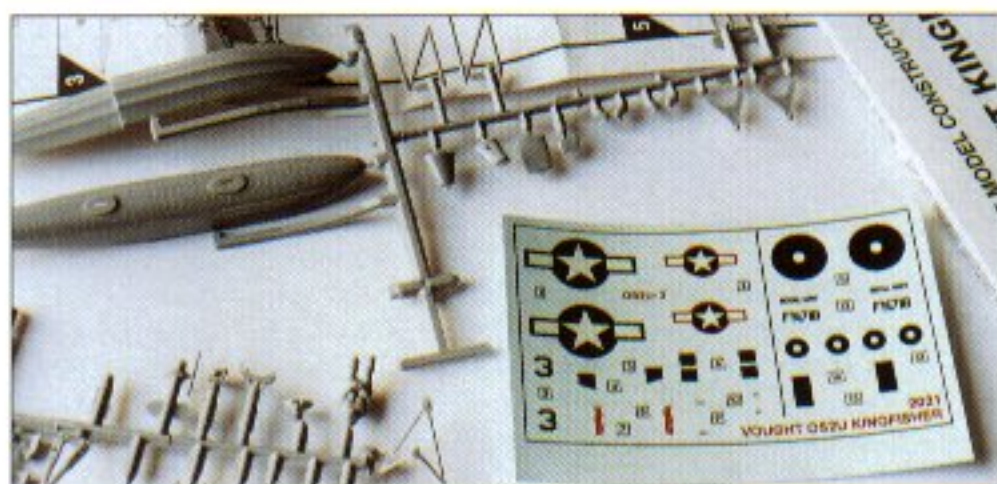
Not that they are all good mind you. The Bf 110 and the MiG-15 should have been consigned to the scrap heap long ago, and how they expect their horrible Skyhawk to compete with exotic eastern imports is anybody's guess. Some argue that these grisly relics are aimed at the younger end of the market, where the industry must be growing concerned at the lack of new young modellers coming out of the closet. Nice try chaps, but if the likes of the above-mentioned lure any youngsters away from the thrills of joyriding and Playstations then you can call me Möller.

This aside, there are plenty more goodies left in the bag, and one such is the venerable Kingfisher.

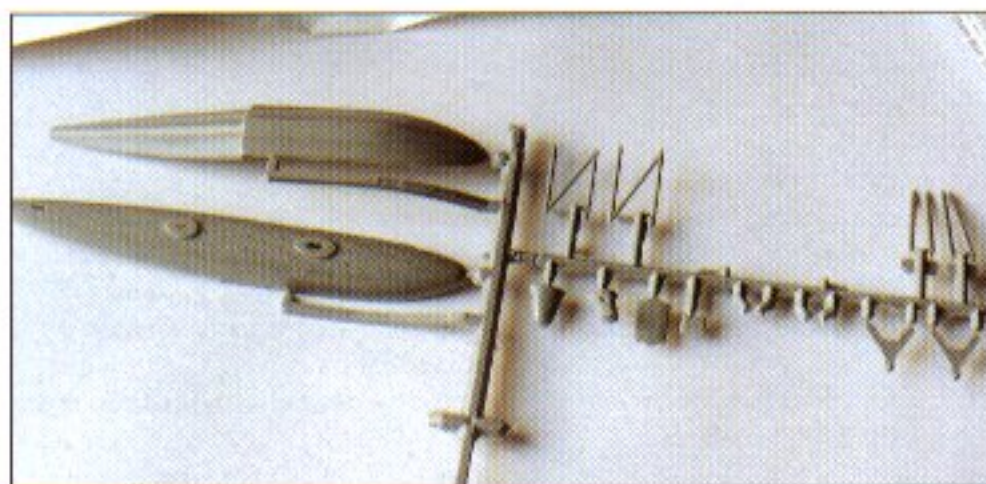
concise, multi-lingual diagram affairs, but the transparencies leave much to be desired. Notable is the observer figure provided for the rear cockpit, who consists of a head and shoulders. A truly marvellous relic of that golden age when Airfix ruled the world.

Cockpits

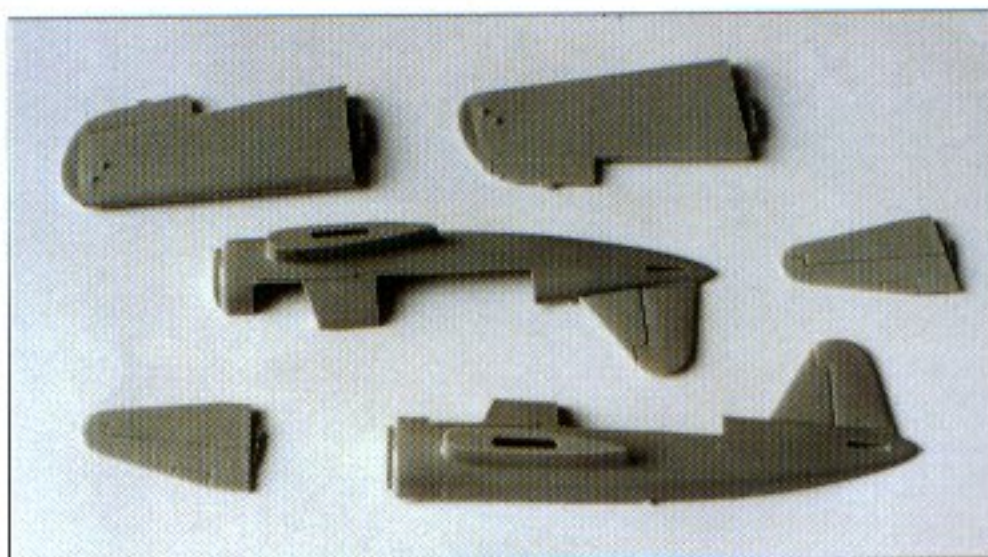
I normally prefer to leave these tightly closed, and put as little effort into internal detail as possible, but as the canopy simply doesn't fit in the closed position I was obliged to seek advice on both the contents and the colours of the aircraft's interior. A colleague at the York model club lent me his entire collection of OS2U references,



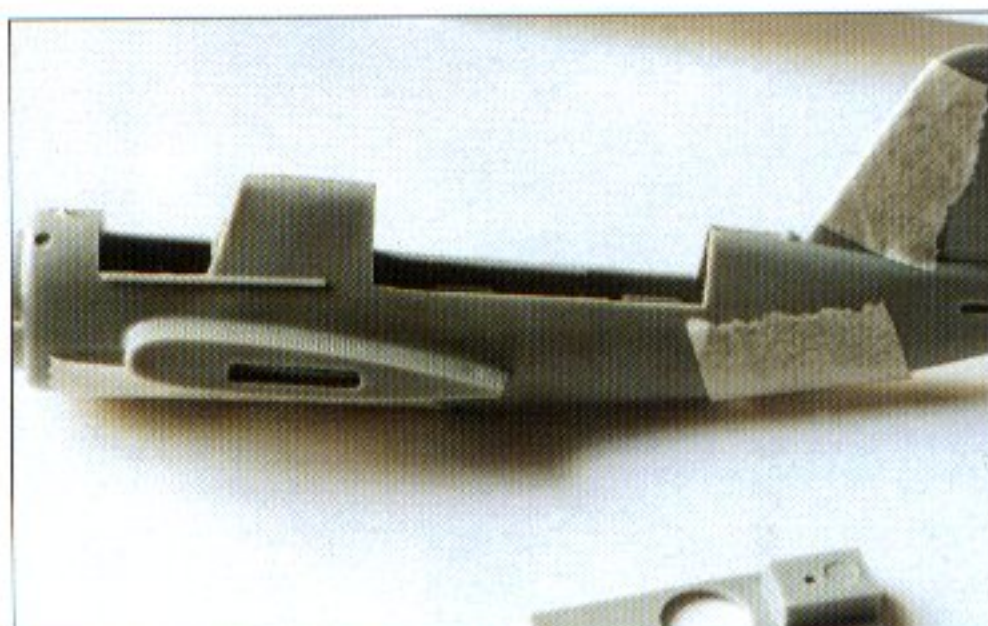
The decal sheet and 'surplus' float gear. Note the top one-quarter of the observer that is supplied in the kit



The floats again - lovely rivet detail!



The main components. The wings have already had the flaps removed by this stage



The fuselage halves showing the incorrect wing root



The updated cockpit and interior under construction

including the relevant Profile, but these yielded little in the way of hard data. One photo of each cockpit was all I could find, neither of which proved hugely helpful, so I employed a degree of improvisation. This being said, I like to think the interior is approximately correct.

The kit contains little beyond a seat in the front and a rear-decking and gun-ring for the back. I added an instrument panel made from laminations of lard tub, various bits of radio equipment from the spares box, and sundry bits of stretched sprue to busy things up. Seat belts were made from masking tape, and the whole lot crammed into the fuselage halves which I gratefully stuck together when I had had enough. Initially I painted the

insides green, but closer scrutiny of the available photo, and a further consultation at the club, decided me in favour of black, which has the added virtue of obscuring much of the aircraft's vitals.

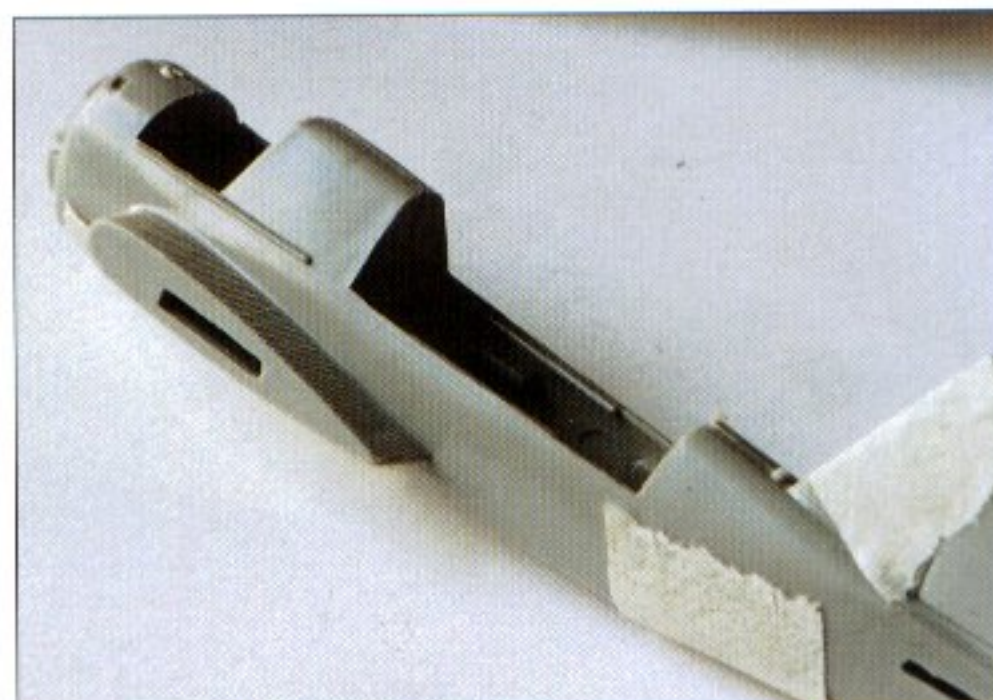
The fuselage halves fitted beautifully, and led me onto the next stage of assembly.

The Wings

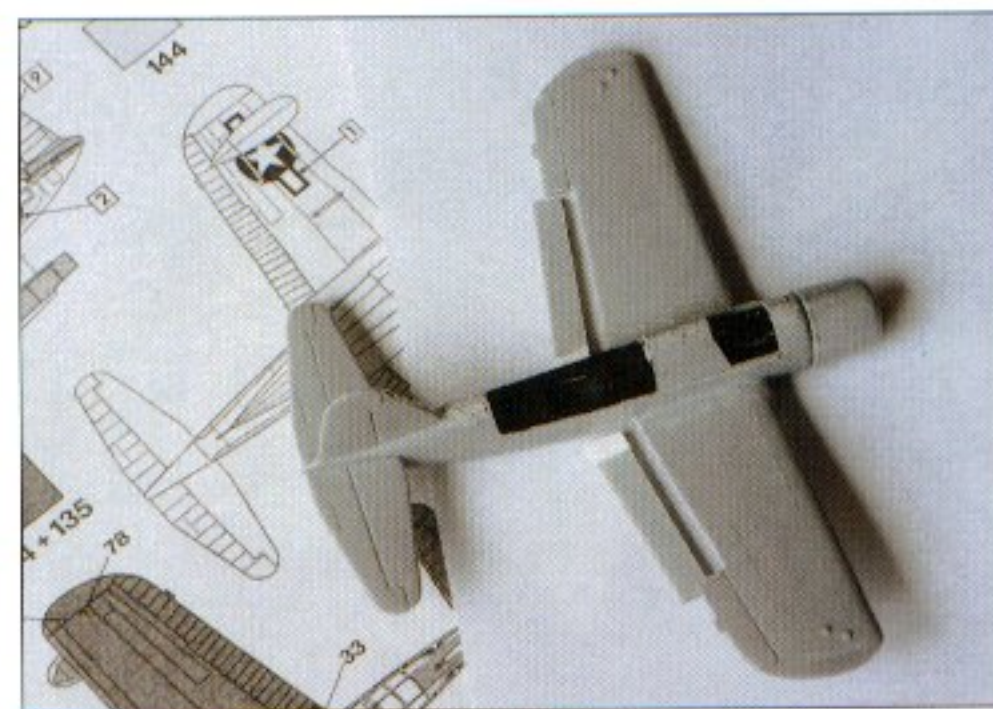
One of the chief faults with the Airfix Kingfisher lies in the joint of the outer wing panels to the fuselage. On the prototype, there are control surfaces extending right up to the fuselage sides. On the kit, the wing joint cuts across these, so I decided to cut these surfaces out and mount them in a dropped position, thus allowing a neater and more invisible joint



The rear cockpit decking



Wing walk detail is moulded on, but the inboard ends of the flaps are moulded integrally



Rebuilt flap assembly. The black wing walk helps to hide the joint of the outer wing panels

for the wing.

What is the correct term for these moving surfaces? If only we still had those nice old instructions that told you what everything was: 'locate and cement bendy bit, 5, to odd shaped thing with lump on 6, ensuring no cement comes into contact with small fiddly bit, 7, that has already become mis-shapen due to the large amount of glue spilled on it by mistake when you were sticking together the big round bits, 8 and 9.' Thanks to the cessation of these helpful documents, there are now generations of grown men who do not know the difference between a flap and an aileron....

The relevant surgery was completed. I was obliged to add sections to the chopped

out flaps to extend them up to the fuselage sides, but it all fitted together in the end.

With wings and tailplanes added, I attached the undercarriage legs, which caused no problems at all.

Glass, Glass and More Glass

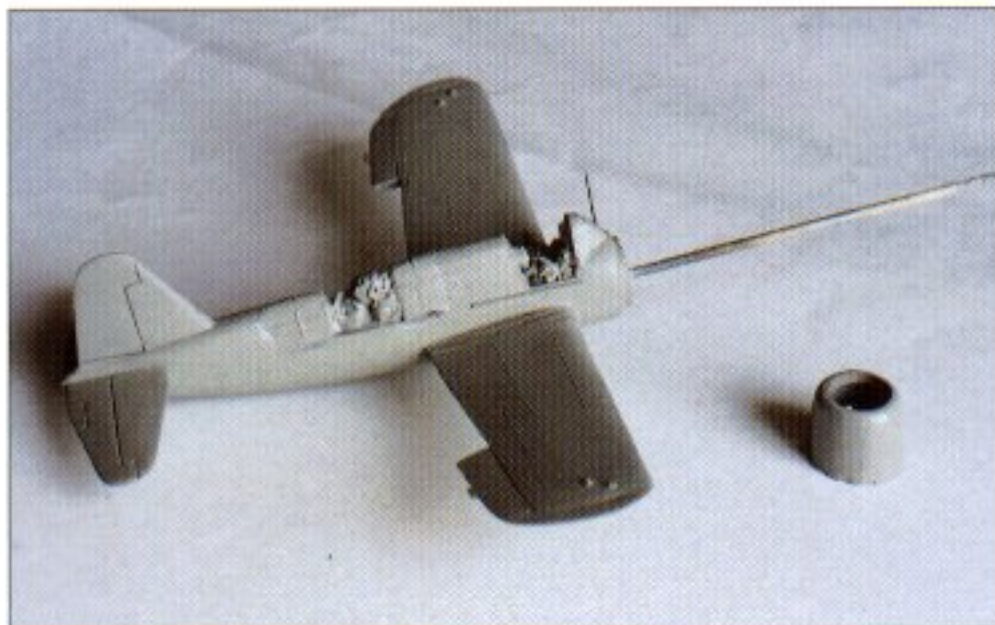
So onto the canopy parts, and the masking thereof. There are five parts in the kit. The front windscreen fitted beautifully, although the sliding hood for the front cockpit doesn't quite sit on its rails in the open position. The real problem is with the three-part rear canopy, which doesn't fit either open or closed. In the end I left off the middle piece - which is too thick to slide under the forward section - and made a dummy out of clear acetate. This,



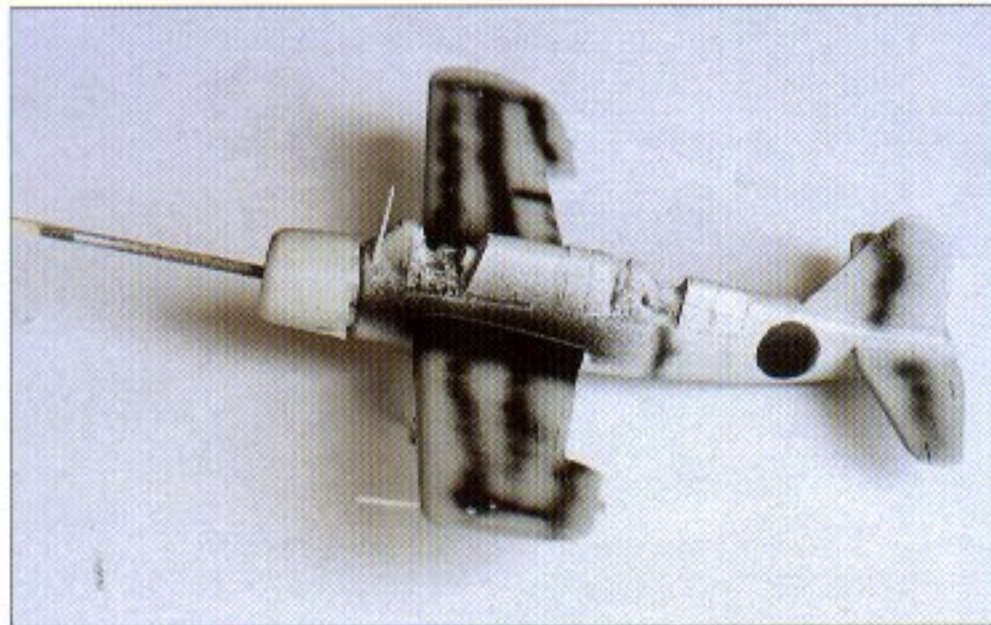
Sliding hood for the front canopy (right) and improvised centre section for the rear (left)



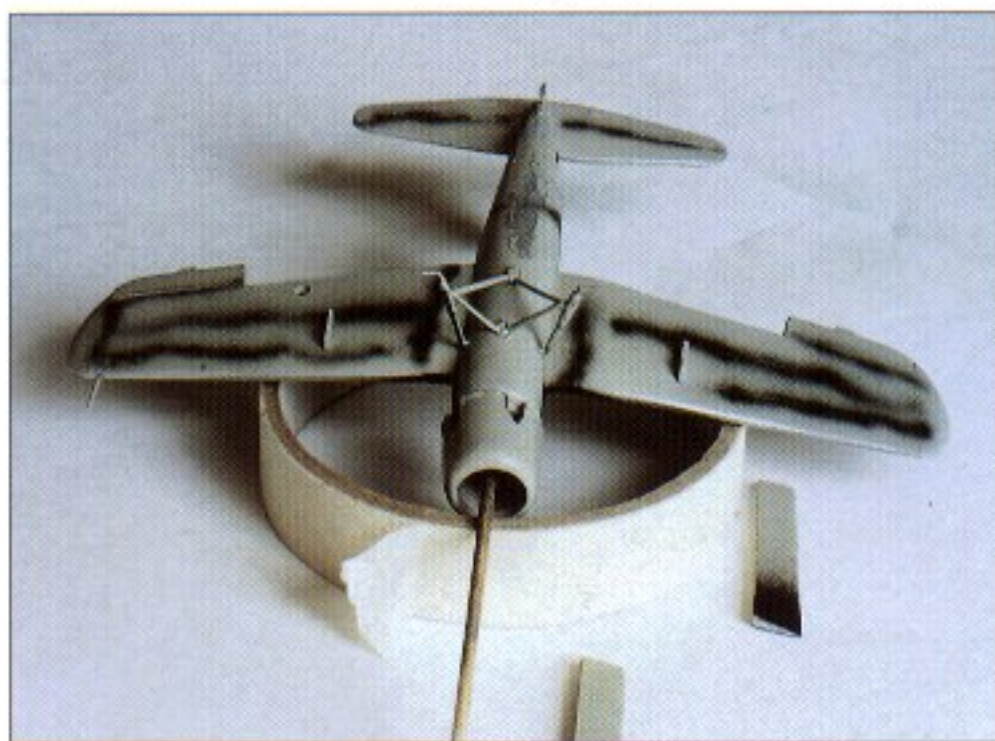
Almost ready to spray



First coat of Humbrol 129. I left the cowling off and sprayed it separately



Pre-shading with Matt Black on the upper surfaces...



... and the same treatment underneath.



Close-up of rear cockpit detail



The rear cockpit again. Note the DF loop and the position of the aerial



Green bombs (Humbrol 30) and yellow propeller tips add a bit of colour

Classic Plastic

when painted, was tucked out of harm's way under the fixed forward section, and looks OK in context. I made a new DF loop from fuse wire, as the original was too big to fit under the revised hood arrangement, and is overscale anyway.

Much masking and many scalpel blades later, I had the kit ready to start spraying.

Colours and Markings

A couple of coats of Halford's acrylic silver went on first, as I wanted a good silver base to chip paint from. Weathering was going to be the order of the day, as a good bit of paint-chipping can hide a variety of sins in the canopy department. Next up was a first overall coat of Humbrol 129, which was to be the final colour of the undersides. I have found that undercoating with Halford's spray paints doesn't really help much with the cleaning up of joint lines, so this initial coat of grey was useful as an aid to finishing.

Before the final coat of 129, and after the seams had been given a final sand, I loaded up the airbrush with matt black and put in the wing walks. At this stage I also sprayed around some of the panel lines, to aid in the weathering process. Circles were cut from masking tape, and these were used to spray black spots on the fuselage sides. The aircraft modelled in the Airfix kit features in a photograph in

to complete the kit: cowl assembly, bombs and racks, wheels, gun and mounting ring, and an aerial wire which was made from one of Annie's hairs, plucked fresh with due ceremony to finally finish the model.

Conclusion

Nice kit, nice aircraft - nice one Airfix. Despite the problems encountered, particularly with the canopy, I can thoroughly recommend this model. All the big bits fitted well, and any scratchbuilding necessary was made easier by the design of the kit. Decals were excellent, and all things considered this was one of the more worthy re-issues from the distant past.

So please dear Airfix, keep them coming, but bring back all the stuff that is truly missed, like the Battle, the Gosling, the Dominie and the Tucano, and if you must re-issue things for the collectors market, then why not just fill the boxes with beans, so they rattle, and save the plastic for better things?

Thanks to Brian Derbyshire for use of his bottomless archive.

Gary Hatcher

The completed model



The kit's gun ring was replaced with one made from sprue



Profile No.261, and clearly has dark patches on the sides where previous roundels have been painted out. This was my semi-successful attempt to re-create this effect. It worked on one side - At least I tried....

With the wing walks masked up, a final overall coat of 129 was applied. Upper surfaces were Humbrol 125.

Airfix are to be commended for their decals. These went on beautifully after three coats of Klear. They dissolved onto the plastic and made me a happy man. A final coat of matt varnish enabled me to remove the masking and see what lay beneath.

Finishing Off

The canopy sections didn't look to bad, but where the fit seemed dubious I chipped off the paint to add to the weathered look. In fact I did this generously all over the aircraft, and am quite pleased with the effect.

Various bits and pieces were added now



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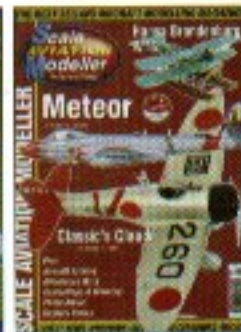

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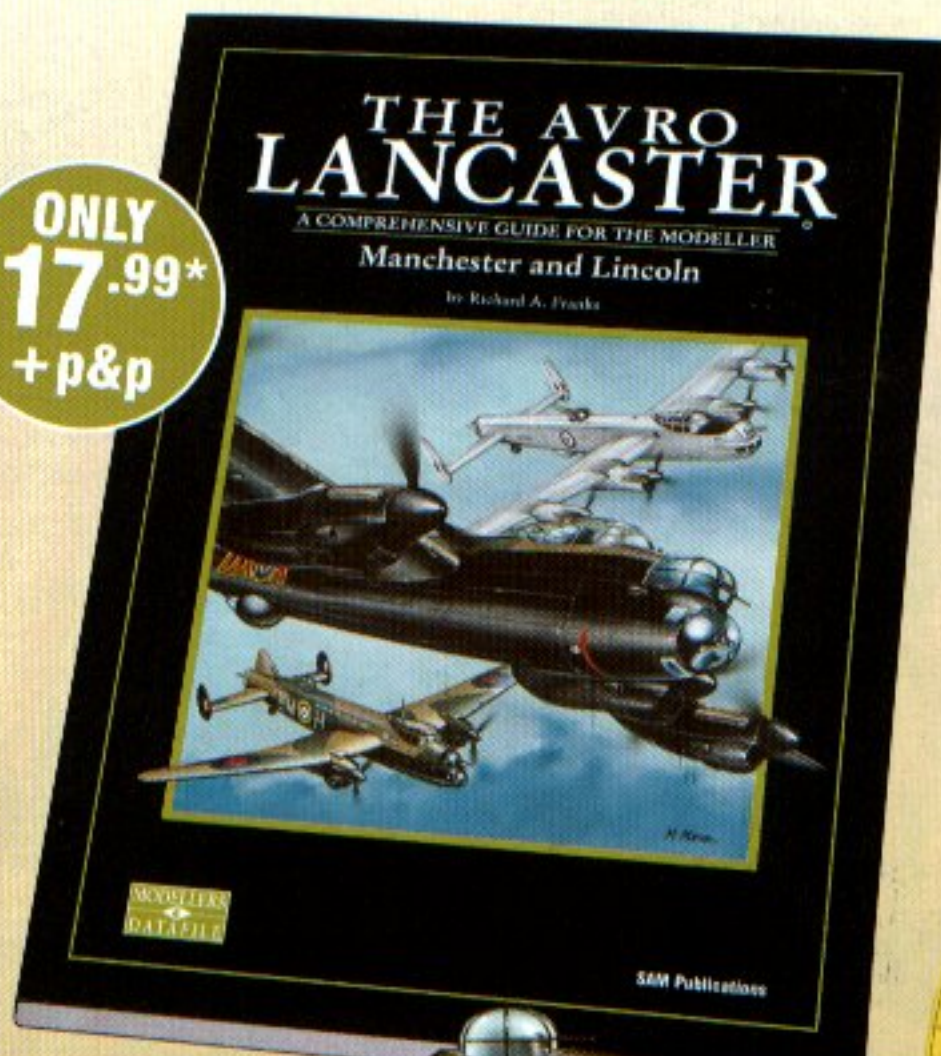
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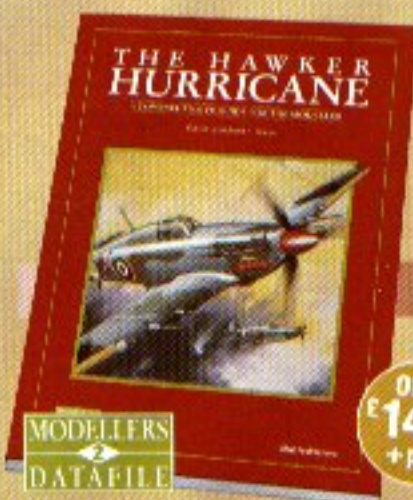


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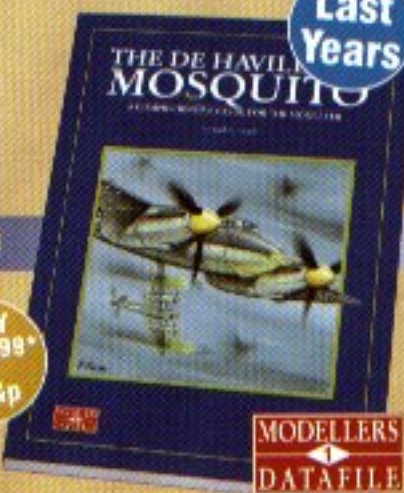


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SAMAVIA-6-8



by Steven J. Corvi

It's Showtime!

History

The Phantom II project grew out of the F3H Demon program at McDonnell. It was first flown on May 27, 1958 and proved to be a very capable performer. It was one of the first aircraft that could spy, intercept and apprehend, and destroy targets without assistance from surface-based radar. It was produced in large numbers and served in many nations' airforces. The aircraft's multi-role capability made it a good performer that attracted many users of the type. The Phantom II served both the USAF and USN during the Vietnam conflict (1964-1973) and has since served many nations' air forces well into the 1990s. The subject of this model is the USN version of the F-4J Phantom that was flown by Randy "Duke" Cunningham, the Navy's only ace of the Vietnam War. There has been much rumination over the markings for this particular bird. The markings I chose are the ones of the aircraft before the historic ace-making mission. All the photos in my references seem to confirm a bird without the white MiG-21 marking on the black part of the tail base. So these are the markings I

decided to employ, which also allow use of the Tamiya decal sheet.

The Kit & Bits

The Tamiya 1/32nd F-4J kit is a beautiful example of the mould makers' art. I also employed a plethora of aftermarket products from Cutting Edge and Reheat which only go to further enhance this wonderful kit. I will list them here and go into a little more detail about them as they come up throughout the build sequence. Suffice to say that they are superbly moulded resin components that are easy to add and fully enhance the Tamiya kit. They are as follows:

- Cutting Edge F-4J Exhaust nozzles [CEC 32029 (\$11.95)]
- Cutting Edge F-4C/D/E/G/J Intakes [CEC 32030 (\$9.95)]
- Cutting Edge F-4 Bulged Tyres (Navy) [CEC32034 (\$7.95)]
- Cutting Edge AIM-9D/G/H Sidewinder (x4) [CEC32037]
- Reheat Martin Baker Mk H7 Ejection Seat [RH122 (\$24.95)]



Tamiya box art

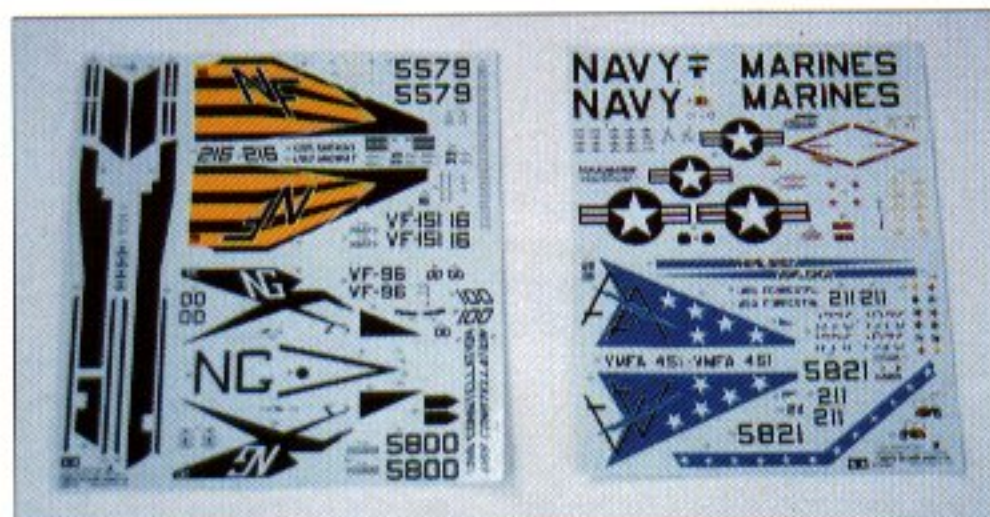
Construction

Construction does not begin with the cockpit, as with most aircraft model kits, but rather with the fuselage and intake areas. The fuselage is a seamless one piece moulding, which makes life much easier for the modeler. The construction of these parts pose no problems and the intakes by

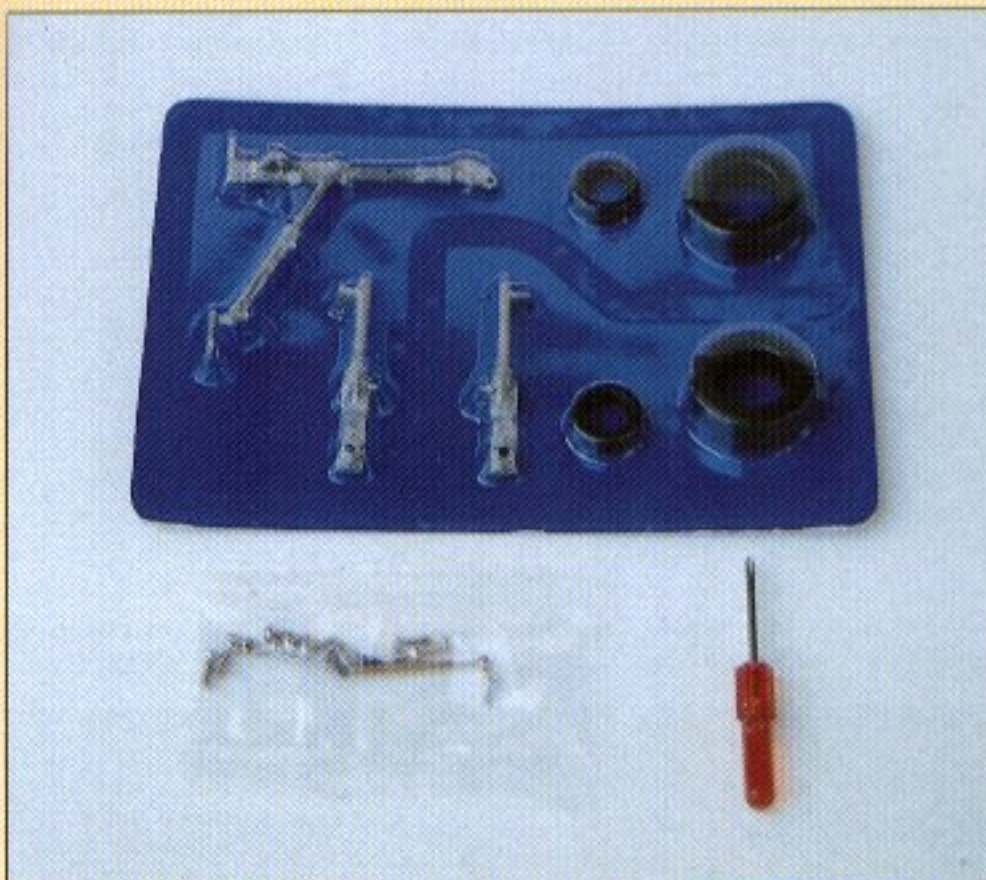
Cutting Edge fill the interior gap between intake and fuselage. The resin parts blend very well into the rest of the kit. I proceeded to assemble the boundary layer splitter plate and painted it Gloss White and Gloss Gull Grey. I then screwed in the interior intake pieces. The compressor fans were painted Testors Metalizer Gunmetal and then buffed



One-piece fuselage. Nice work Tamiya!



The extensive Tamiya decal sheet



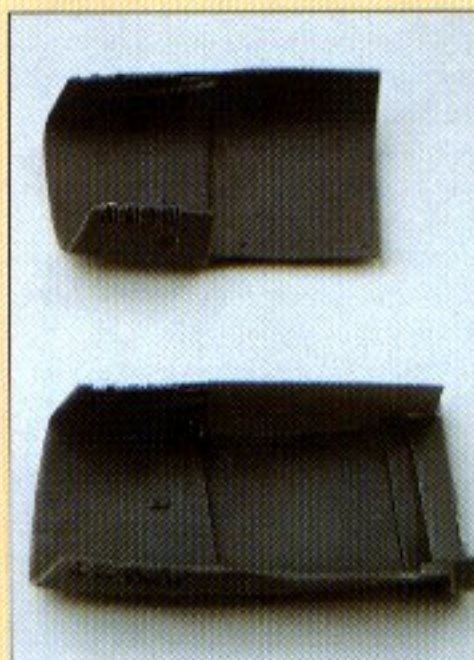
White metal gears and rubber tyres-also the provided screws and driver.



The Cutting Edge (F-4C/D/E/G/J) Intakes CEC 32030)



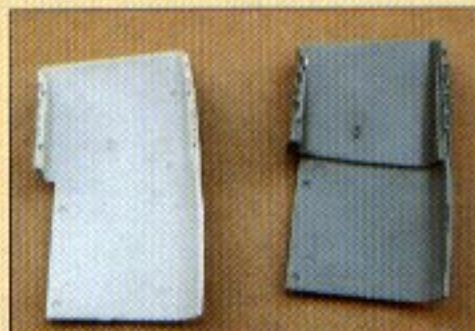
The Reheat Martin Baker Mk. H7 Seats (RH122)



The Cutting Edge intakes and the moulding block



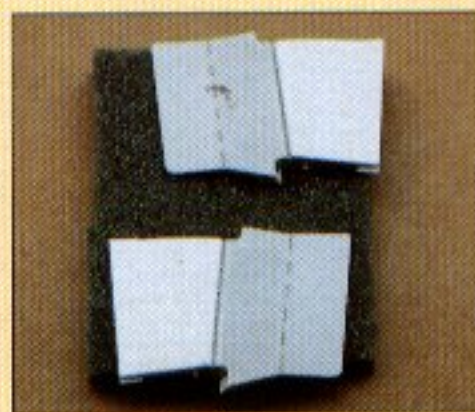
The Cutting Edge Sidewinder jig



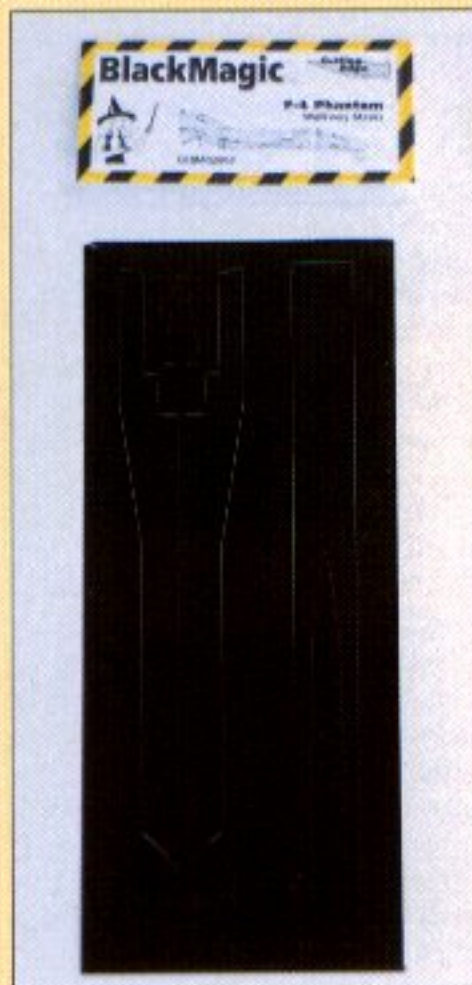
The Tamiya intake on the left and the Cutting Edge intake on the right



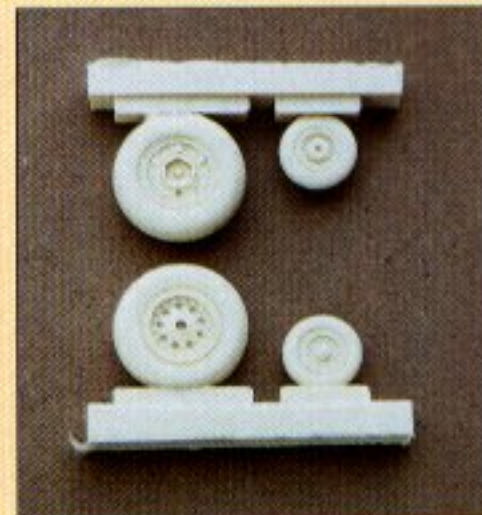
Intake fans sprayed with Testors gunmetal metalizer



The boundary layer splitter plates painted and awaiting assembly



Black Magic Walkway masks



The Cutting Edge resin wheel set (F-4 Slightly Bulged Tyres Navy CEC32034)



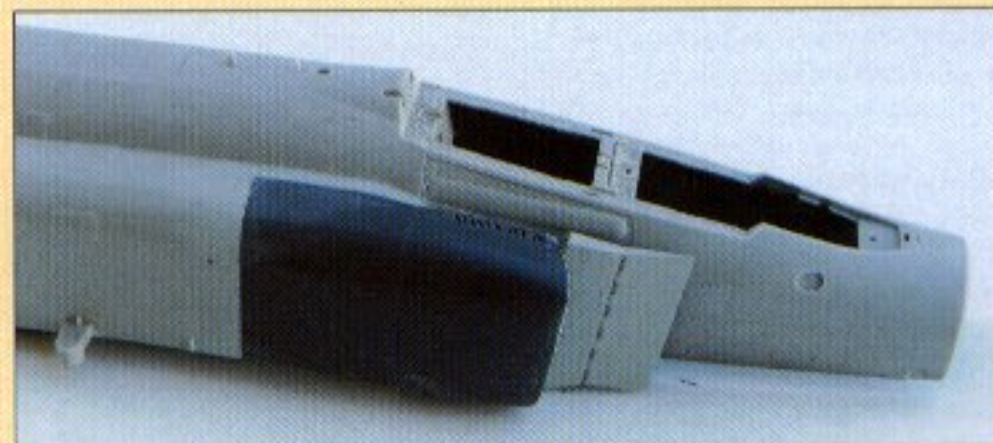
The Cutting Edge Burner cans (F-4J Exhaust nozzles CEC 32029)



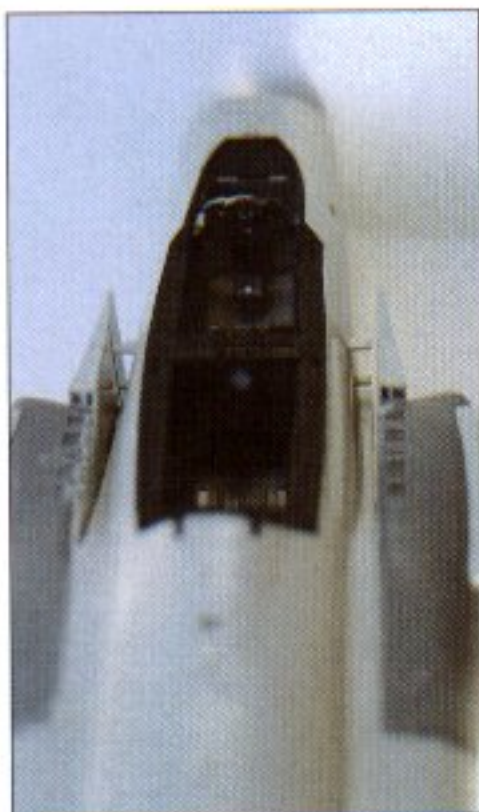
The Cutting Edge Sidewinders (CEC32017)



The intakes screwed in place.



The Cutting Edge intakes superglued in place



A shot of the cockpit cemented into place



The Reheat seat painted and detailed and awaiting final assembly

out and readied for assembly. I then began to clean up the Cutting Edge resin intakes and dry-fitted them to the fuselage. As can be seen from the photographs the Cutting Edge intakes cover the interior gap between fuselage and outer intakes. The boundary layer splitter plate and intakes were superglued into place and blended very well with the rest of the fuselage.

With the fuselage in order I began the assembly and painting of the cockpit. This was a real breeze and the Tamiya parts are very well moulded and make up a nice busy front office in the Phantom. The instrument decals are also a nice touch since they blend in so well with the painted panels. This is a good alternative for people who do not want to invest in the expensive Waldron set-up (punch and die set & various instrument sets). The only let down are the Martin Baker seats provided. In this scale they seem to be far too small. The solution was to add the excellent resin Reheat seats (RH122). The cockpit area was painted a dark grey and Aircraft Interior Black (Testors). Once this dried I picked out all the detail with various shades of grey. The instrument panels were then drybrushed and the appropriate reds and yellows were added to the various panels and switches. The cockpit should be dry-fitted first, since it needs to slide into position and then be locked into place. This can be a bit tricky for the complete novice. The Reheat seats were cleaned up and then painted the appropriate Greys and Olive Drabs and allowed to dry overnight. The best way to make the Reheat Martin Baker ejection seats shine is to

invest the time and effort in various washes and subtle drybrushing. I then painted the overhead face curtain handles and various buckles with various shades of red, black and yellow. I was happy with the end result and felt the seats look the part.

At this juncture I decided that I would assemble all the sub-assemblies and paint them before final construction. I did this after dry-fitting the fuselage, wings, exhaust keel, tail and horizontal stabilizers. I was confident in Tamiya's tooling since the part fit was impeccable. I then proceeded to paint the fuselage after I masked off the cockpit area. It was given a nice coat of Gloss Gull Grey and allowed to cure for 48 hours. I then assembled the horizontal stabilizers and masked them off and painted the top surface the same Gloss Gull Grey, which will cover the entire upper surface of the airframe, minus the bare metal exhaust areas. This was also allowed to cure for 48 hours.

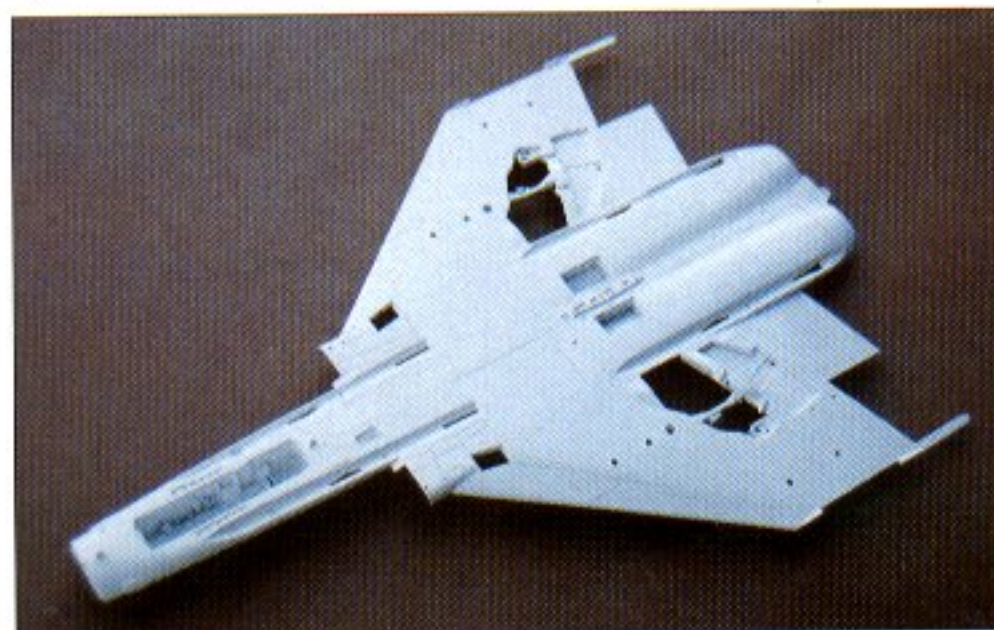
The underbelly of the airframe is one complete piece – another convenient time-saving measure. I dry-fitted the whole piece onto the fuselage and it fitted very well. I then proceeded to spray the entire underbelly Gloss White. At this time, I also decided to paint all the appropriate gear doors and access panels gloss white. I used Testors spray cans and the enamel covers very well. It hardens in 48 hours and is a very sturdy finish. I feel spray-can paints go on a little heavier and this gives complete coverage without the inherent problems caused by 'bleeding' that the application of white paint always seems to encounter.

I then returned to the horizontal stabilizer and sprayed the underneath gloss white. Once this coat cured I unmasked the bottom and top parts of the horizontal stabilizers and prepared them for the natural metal finish they would receive. Since there were other parts that would receive the same natural metal treatment I decided to do them all at the same time. I sprayed the metal areas first with Testors buffing Metalizer Gunmetal and allowed this to dry for about an hour – lacquers dry so fast. At the same time I also painted the Cutting Edge resin burner cans (these are a marked improvement over the Tamiya parts and add a nice touch of realism in this area) with the Testors Gunmetal. The Horizontal stabilizers were then washed with a very light coat of acrylic Matt Black, which gives a slightly weathered look. The burner cans were then also given the same treatment. The exhaust keel area was given this treatment, but I then highlighted areas with

SnJ Aluminum polishing powder. This gives a nice metallic look, but be sure to completely buff in the powder or it will come off when it is handled. This takes 2-3 applications. I let this sit and my attention turned back to the underbelly.

Now that the underbelly was dry and fully cured I attached it into place. This is achieved with the screws supplied in the kit which give a nice, tight, and secure fit. I also added a little liquid cement for a final measure. The fit of this part was very good. However, I recommend that before this is permanently put into place that you dry-fit the upper wing surfaces. I then proceeded to paint the upper wing surfaces Testors Gloss Gull Grey. While I was waiting for these to dry and cure I assembled the centerline

the wing fold linkage parts on the wing end and the gear well walls. The wing fits into position with a screw provided by Tamiya. I also decided to add some glue along the wing edge. I did this carefully so no excess spilt onto the outer surfaces. I assembled the keel and horizontal stabilizer areas at this juncture and they fitted very well. The tail was assembled, painted and then cemented onto the fuselage with little effort. After this was completed the airframe began to look like a Phantom. With a majority of the airframe assembled I masked off the flap areas and proceed to paint them gloss white. I also masked off the cockpit area and painted it black to blend in with the decals. When all the painted areas were cured I decided to apply some decals. The gloss



The underside painted with Testors Gloss White



The centerline belly tank painted Gloss White

belly tank. This went together with few problems. I then proceeded to prime it with Gunze Sangyo primer 500. Once this was dry I sanded and blended the tank and it was given a couple of final coats of Testors Gloss White.

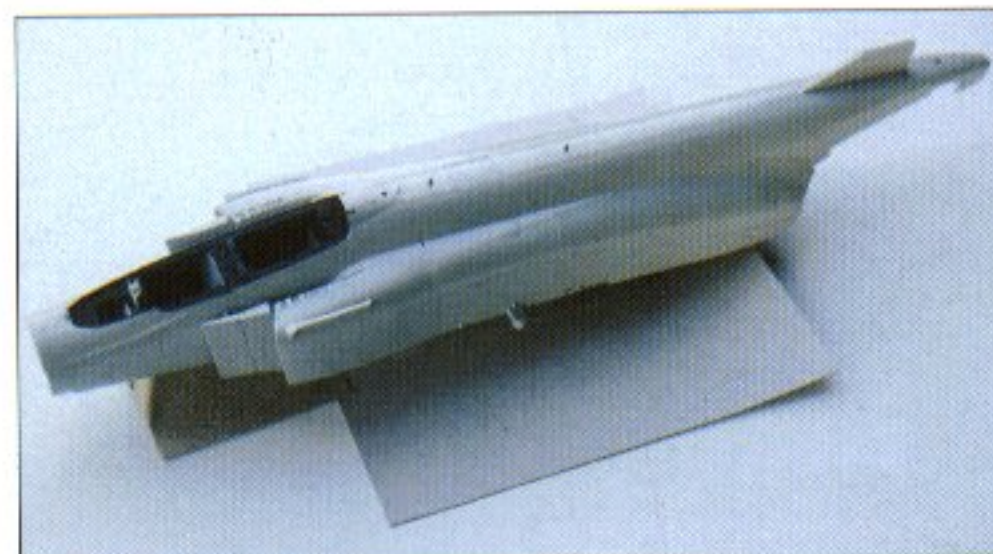
My attention then turned to the upper wing surfaces. I proceeded to glue them in place after careful fitting of the surfaces and

coat provided a perfect surface for the decals and they adhered extremely well. Tamiya seems to have done the decals correctly in this kit. Some of the complex designs were applied because I feel that it is easier before the whole kit is together.

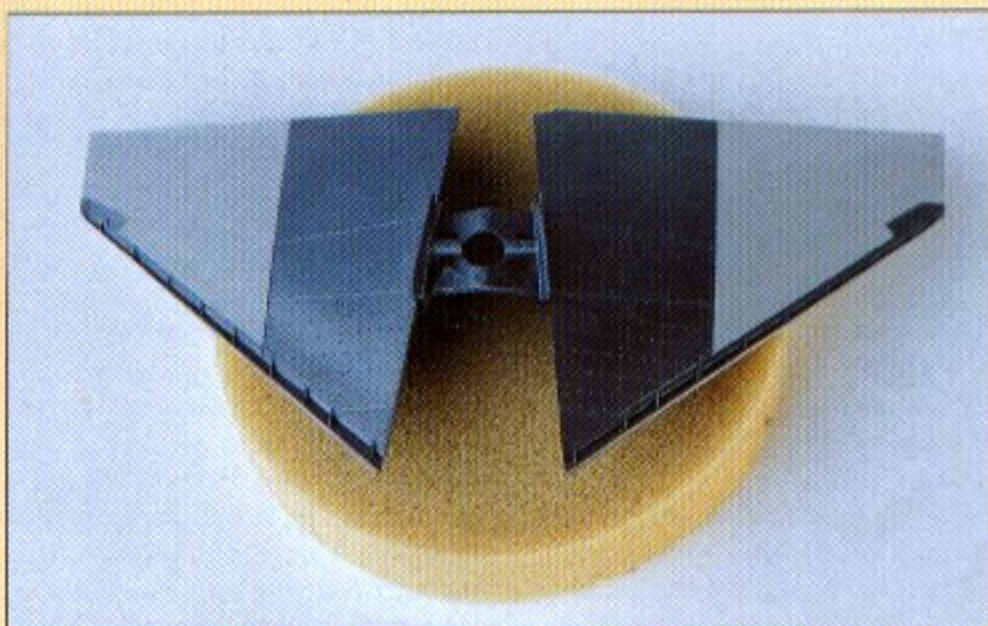
Before I began the undercarriage area I sprayed the nose cone matt black. I then coated it with a light coat of gloss lacquer. This seems to give the right shade for the radome area. At this juncture, I also painted the canopy frames Gloss Gull Grey and Matt Black. The underbelly centerline tank was also painted matt black at the nose area and the outer wing assemblies were cemented and painted at this time. These wing assemblies were painted gloss gull grey on the upper surface and Gloss White on the lower surfaces. A final coat of black was applied to the wing tip ends and the outer wing assembly was ready for final construction.

Undercarriage

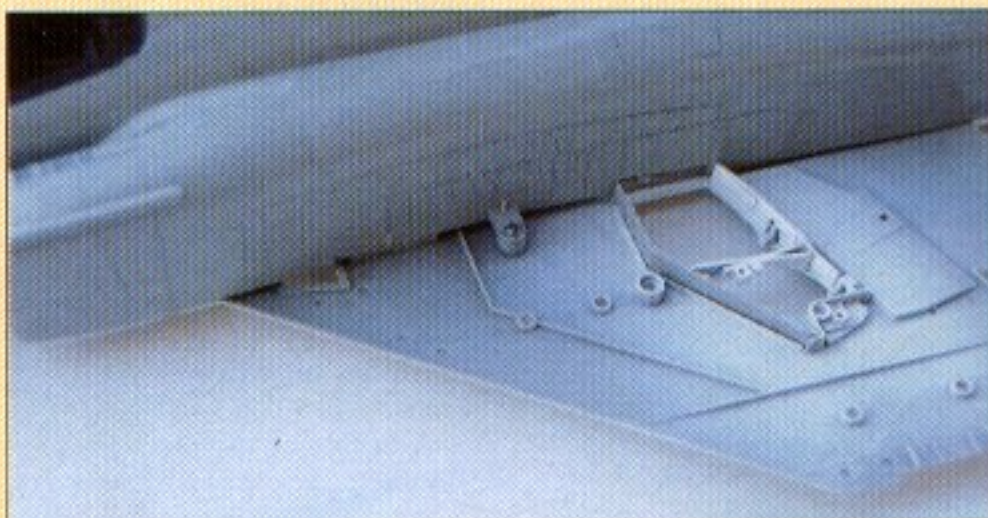
The undercarriage areas were somewhat complex in this scale and needed to be



The Fuselage painted gloss gull grey



Horizontal stabilizers with final paint: Gloss Gull Grey and Testors Gunmetal buffing metalizer



The lower wing screwed into place – nice and snug!



The fully assembled and decalced fuselage and wings – minus nose cone, gears and outer wings



The outer wings painted in the appropriate colours



The Cutting Edge burner cans finished in the appropriate colours



The airframe in its final stages!



The exhaust keel painted and detailed with SnJ aluminum powder



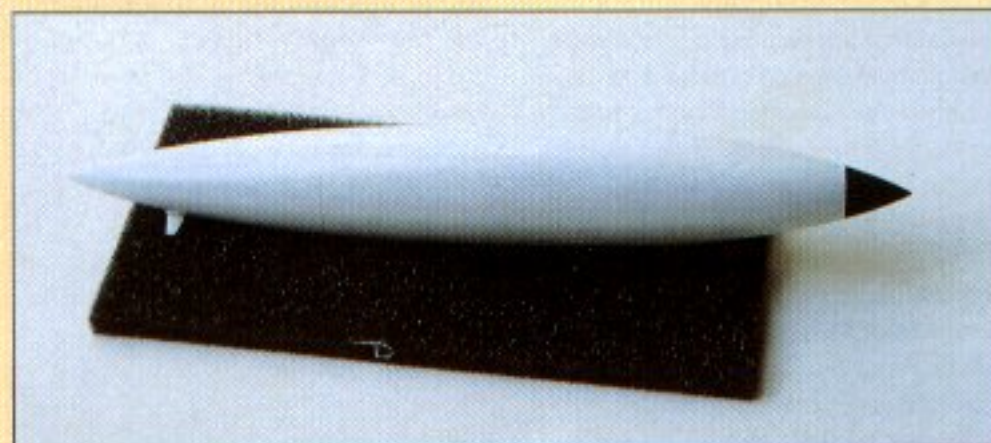
The cockpit area masked off with Black Magic and masking tape



The nose cone painted matt black and misted with gloss coat

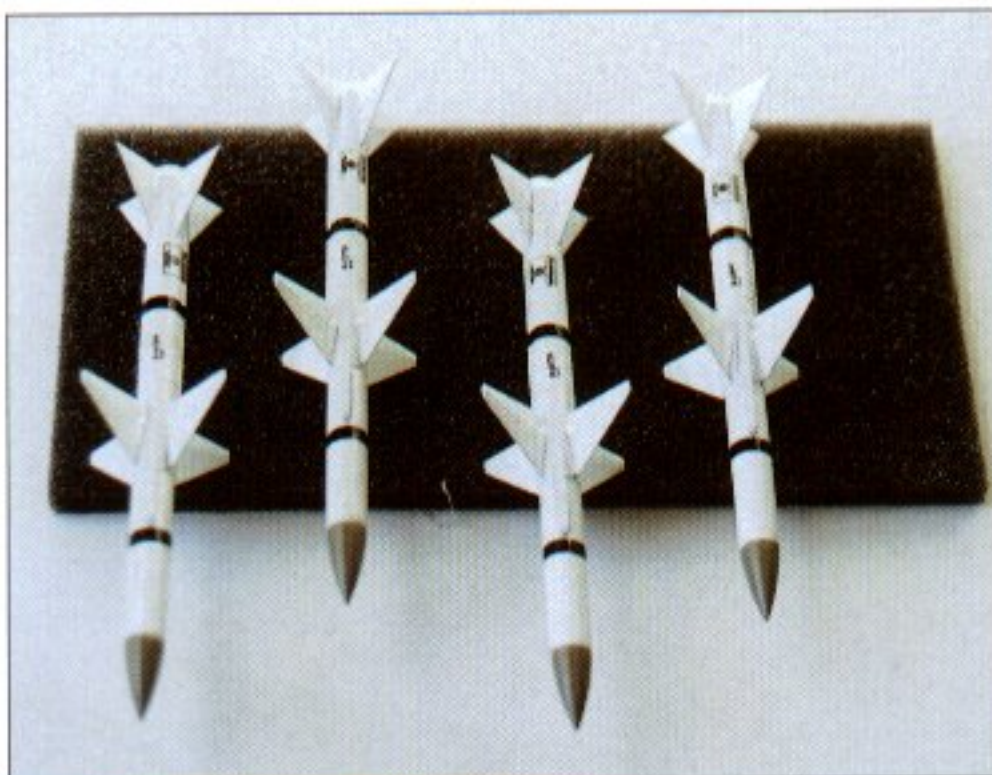


The canopy frames painted Gloss Gull Grey and Matt Black



The centerline tank with its final touches





The AIM-7E Sparrows painted and ready for loading!

checked against the vertical axis of the aircraft. I would not trust the parts to self align. I first applied a dark grey wash to all the wheel well areas to give them the appropriate weathered look. Once this was dry, I assembled the main gears and nose gear assemblies and checked for alignment and fit. Once I was satisfied I proceeded to spray all the gear parts with Testors Gloss White. I tried something different for the hydraulic piston parts of the gears. I applied Bare-Metal Foil to get the realistic metallic sheen on these parts. Since these areas are quite large (remember I am used to 1/48th aircraft), the task was not as arduous as it sounds. The results are well worth the effort.

Now that the gears and all access panels were completed and painted I glued them all in place. Again the major concern was to maintain the vertical axis and proper alignment of all gears. This task took about an hour to complete. The gear doors and access doors fit beautifully into place and really rounded out the underneath of the airframe. The balance of this kit is so good that it does not require any weight in the nosecone. Since it sat on its wheels without the nosecone in place, as shown in the accompanying photograph, I did not add any weight in the nosecone. Now Showtime 100 was ready for its ordnance load.

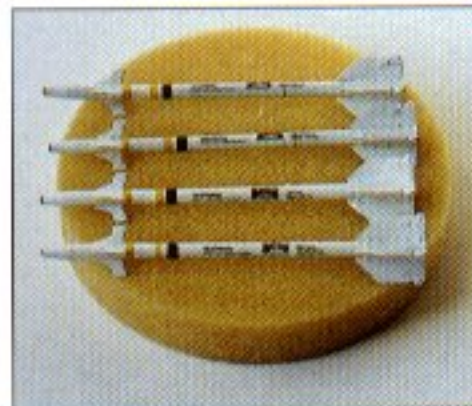
Ordnance

I began with the AIM-7E Sparrows which Tamiya do an admirable job of recreating in injection moulded plastic. The size of these missiles dictates a careful alignment of flight canards (by the way, the jig provided for the resin Cutting Edge Sidewinders can be used to align the Sparrows) and tail fins. Once the missiles were assembled I applied 2-3 coats of gloss white to give the missiles a nice clean finish. I let the missiles cure for 48 hours and applied the decals and markings. They went on with little trouble and snuggled down with some Micro-Set. I finally painted the nosecone Tamiya Sky Grey (as instructed by Tamiya – I happen to have this paint handy and obliged the manufacturer) and the missiles were ready for loading.

The other form of air-to-air missile on this aircraft was the AIM-9D/G/H Sidewinder. The examples provided by Tamiya are rather pitiful and inaccurate. I substituted them with the excellent resin ones from the new Cutting Edge set. The set comes with components for four missiles and it also comes with a handy jig that aids in aligning the canards and tail fins. These missiles are simple to assemble and complement the kit well. The set offers two different warheads. The resin only needs slight sanding to get all in order. They were then primed and painted gloss white. They were also allowed to cure and then decals were applied to give them the final touch.



The completed Phantom



Same for the Sidewinders

All of these missiles were then glued into place on the respective pylon/launchers. I went for an artistic asymmetrical ordnance load for the Sidewinders and loaded three missiles to give an offset look. The Sparrows fit snugly into their recessed bays and rounded out the armament of the Phantom. Showtime 100 was now a formidable missile platform to give combat over the skies of North Vietnam.

Decals

At this stage I decided to finish off the decalling of the model. All that was left to attach were the nose cone and canopies. The rest of the decals went on with little incident, but the decal outlining the black trim around the cockpit area needs to be carefully aligned to get a nice fit. A lot of Micro-Sol was used to snuggle down the canopy trim decal. Once all the decals were in place and dried I gave the airframe a light wash to get rid of the decal wash marks. I then proceeded to seal in the decals with Testors Lacquer gloss coat. Once this was dry I gave a slight mist coat of Testors

lacquer matt coat. This seems to give the realistic dull sheen that operational carrier borne aircraft seem to have. The finish on this aircraft needs to be more of a semi-gloss rather than a full gloss. Now the aircraft was ready for the assembly of the final bits.

Canopy, Bits & Accessories

I glued the nose cone into place and this presented no problems since the fit was perfect. I then glued the clear canopies to the painted frames and this also went well. The canopies were then glued into place in the full open position. We now have a completed F-4J phantom. I always like to bring my aircraft models to life with either figures or ground equipment. Since ground equipment in this scale is rare at best I decided to add some 1/32nd figures. The Warrior set of Vietnam era Phantom pilots worked out well for this aircraft. I proceeded to assemble the resin figures, and then primed and painted them. These figures are slightly tricky to pose correctly on the airframe. Once they were completed I then posed them on the Phantom and access ladder. The poses are not that natural but do seem physically possible (unlike some other figure companies). I also painted a piece of sheet plastic in the appropriate colours of a US aircraft carrier of this era. I then glued the carrier deck into place onto a wooden base, which gave a nice finished look. Showtime 100 was now ready for some action!

Conclusion

This was a most enjoyable kit to build and a nice foray into the bigger scale for me. I would love to work in this scale all the time but unfortunately I do not have unlimited display space. This scale always reminds me of museum models, which can be very inspiring. The Cutting Edge components are highly recommended to add the extra bit of detail that some modellers (including me) require. The tyre set is far superior to the rubber set that comes with the kit. I never liked the rubber sets in model kits and the resin weighted wheels save some time in the construction sequence. The Reheat seats also add immeasurably since the Tamiya seats do not really convey the bulk of the Martin Baker seats.

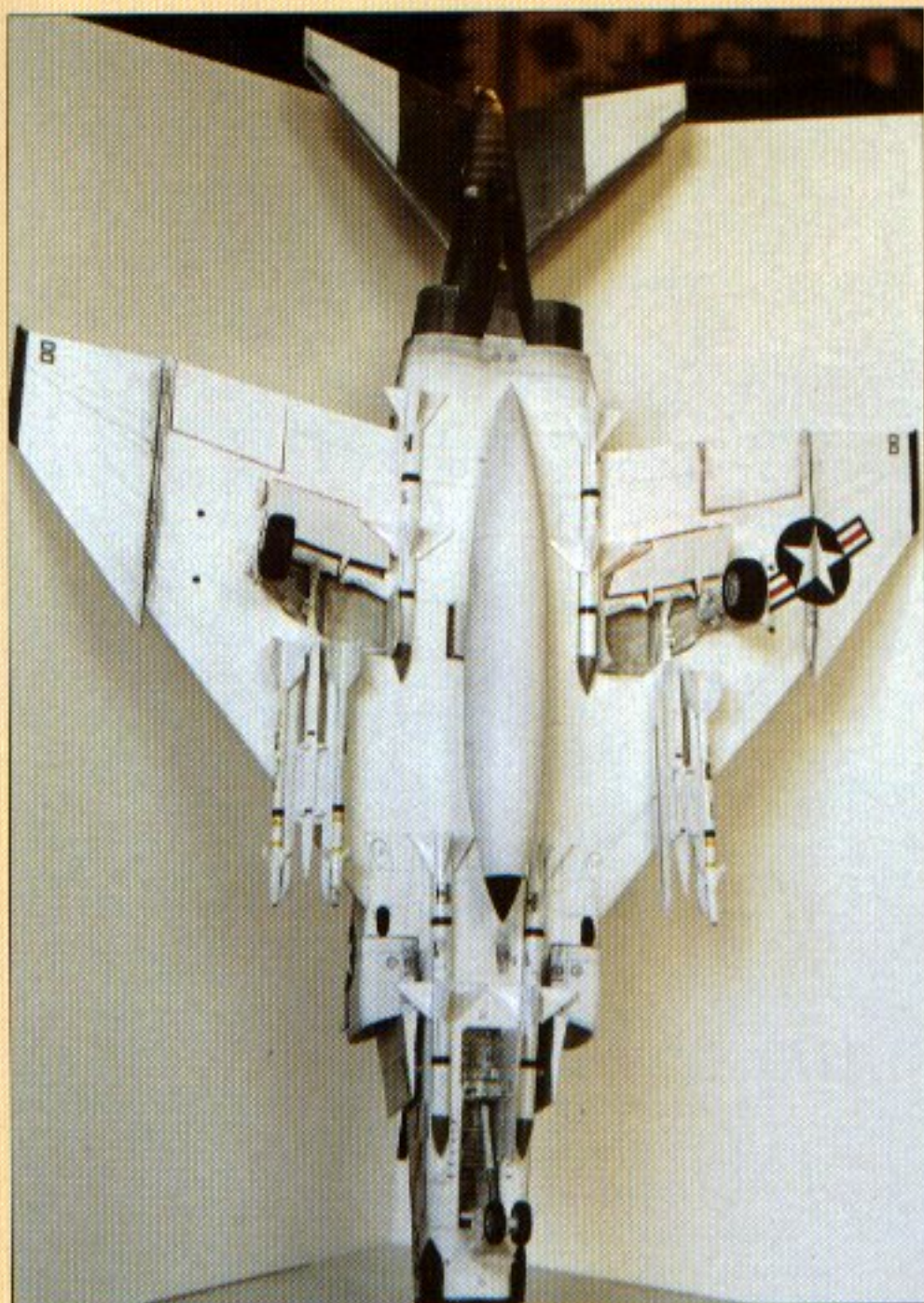
The kit also builds nicely straight for the box and I recommend it to all who have an interest in this historic fighter. I would like to thank Meteor Productions (Cutting Edge) for providing the detail sets and their technical advice on this aircraft.

by Steven J. Coroi

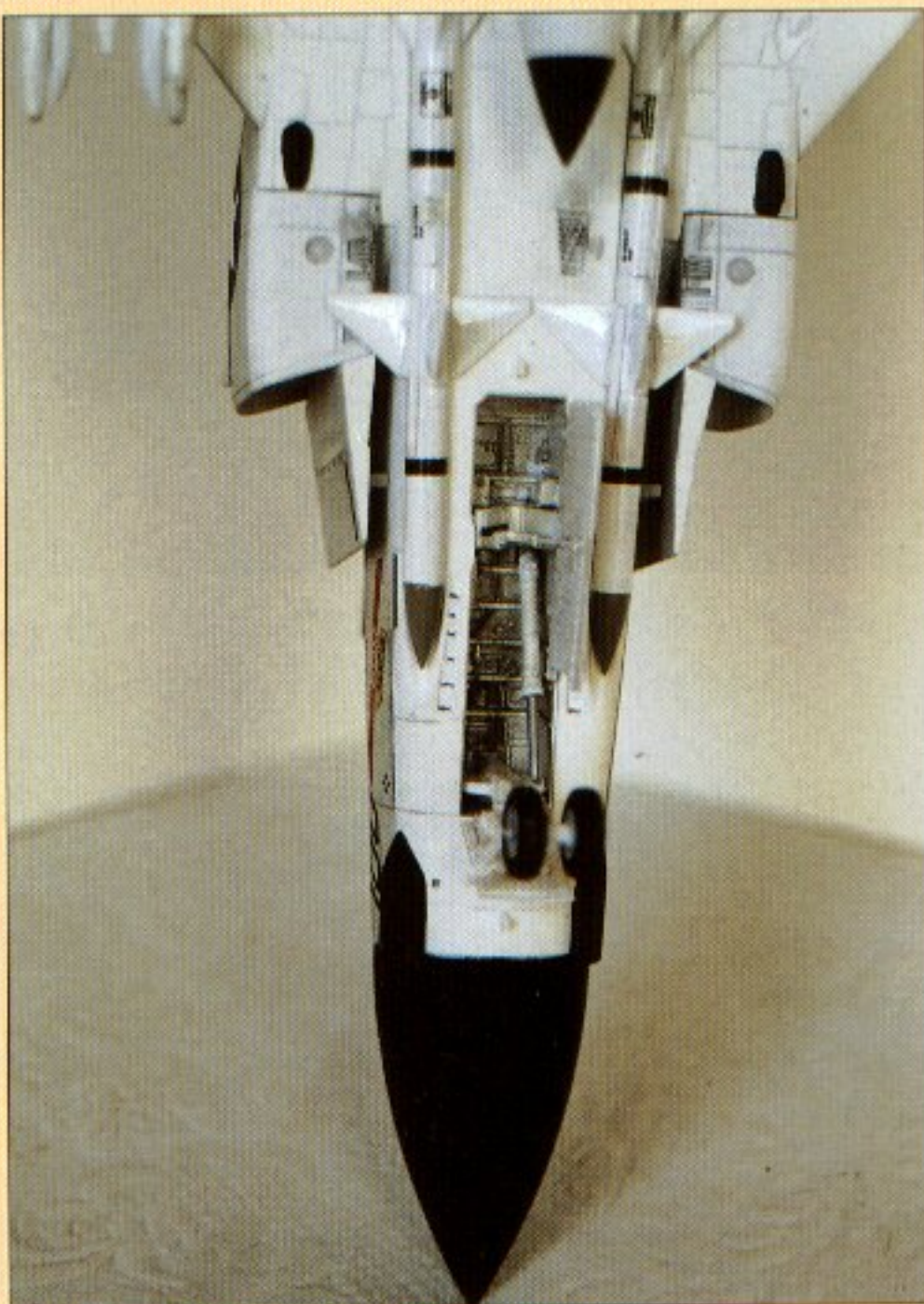
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McDonnell Douglas F-4J Phantom II



An overall view of the weathered underside and missile load



A view of the nose gear well area - weathered



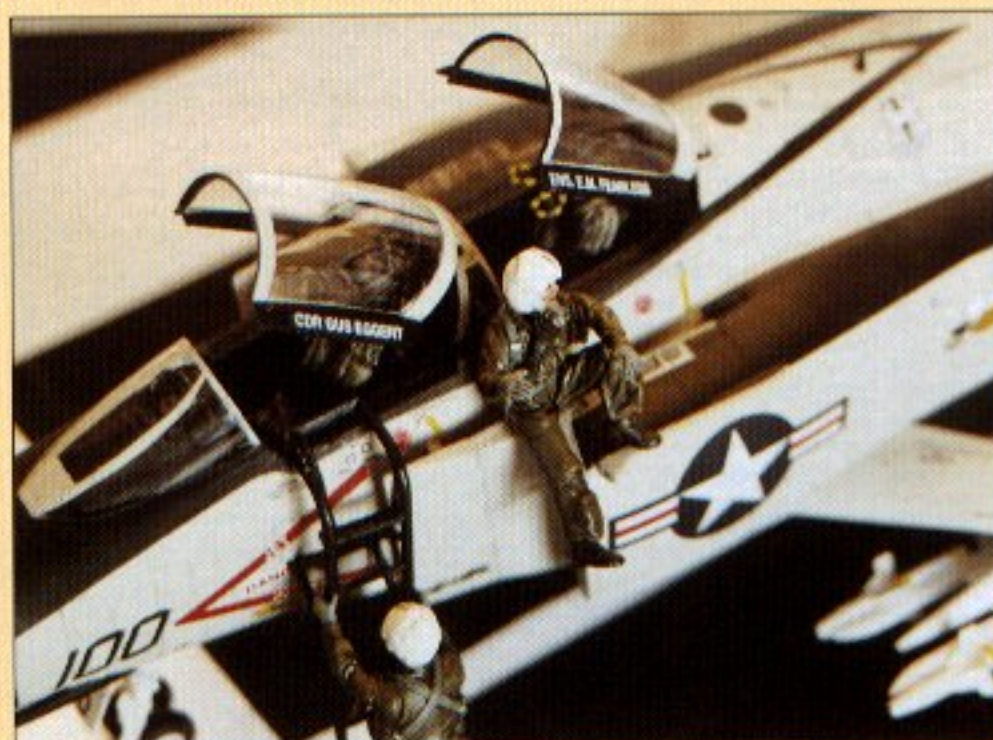
Tail view with deployed speed brakes, on its respective base



Front view with crew members loading



Overall view of aircraft with base and figures



Close-up of crew members loading



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Queenie VI

by Jim Grant

Early in 1943 it was decided to fly an Avro Lancaster to Australia to show the people the type of aircraft which so many Australians were either working on or flying for the Royal Air Force's Bomber Command. By this means it was possible to combine a goodwill and fund-raising tour. The men selected to fly the aircraft back to Australia were all veterans of No. 156 Squadron, Pathfinder Force of RAF Bomber Command. The aircraft chosen was ED930, a brand new Mk III powered by four Rolls-Royce Merlin 28s which was straight off the production line. The aircraft was named 'Queenie VI' and it was the first of its name not to go to war against the Germans. The crew, under Flight Lieutenant Peter Isaacson DFC, DFM, went to Avro's Woodford factory to take delivery of their new aircraft and received a great welcome from the workers. After it had been checked and flight tested it was handed over to the crew who, on May 9, 1943, flew the aircraft to No. 39 Maintenance Unit at Colerne where it had the mid upper turret removed, a long range tank installed, and life-rafts and spares loaded for its flight across the Atlantic and Pacific Oceans, and subsequent operations in Australia. The aircraft was again air tested on May 18 and two days later it was



AB6-1 in flight

positioned to Lyneham where, on the 21st, the crew were briefed for the start of the transatlantic crossing. The first stop was Prestwick on the west coast of Scotland. They arrived there in 5 hours 30 minutes flying time after a deliberately circuitous flight across England, Northern Ireland and Scotland to carry out fuel consumption tests and to try to find any previously undiscovered faults. The fuel test returned the excellent result of 1.134 miles per gallon. At 0815 hours on the 22nd they took off for

Canada after being farewelled by Air Vice Marshal H N Wrigley, a fellow Australian. They crossed the Atlantic in bad weather at 19,000 feet (5,792m) and passed over the Canadian coast slightly north of track, but quickly found the St Lawrence River and they landed at Dorval Airport, Montreal after an uneven first leg after 15 hours and 30 minutes. The Lancaster and crew flew on to Malton, Ottawa, on 25th May to pick up Lord Burleigh and his aide Group Captain C.B. Wincott, and to show the

workers of the Victory Aircraft Company a completed example of what they were building. Moving on to San Francisco on 27th May, in another long, 13 hour 15 minutes, flight they arrived at Hamilton Field "to a great welcome and total assistance from the United States Army Air Force, including transport to our hotel, the best in San Francisco, the Saint Francis." Two days later they spent four hours checking the compass at the navigator's request as he had some doubts about its accuracy. However all proved to be well. Queenie set out on the 28th May for the first leg of its trans-Pacific flight.

It was fifteen years to the day of Charles Kingsford Smith's departure on the first flight across the Pacific. On arrival over Hickham Field, Hawaii, they were requested to make circuits of the field "as we were a strange aircraft." At 22.30 hours on 31st May they departed on what was to be an eventful trip to Palmyra Island. They set course for Canton Island with a meteorological forecast for "some cloud with tops at 12,000 feet (3,658 m). This proved totally incorrect. They approached what appeared to be a huge naval battle but which proved to be a tropical front. The rain was so heavy the crew could not see out of the aircraft, St Elmo's fire formed arcs of flame around the propellers, lightning flashed all-around and struck the trailing aerial which gave the wireless operator a severe shock. Queenie was tossed about throwing the crew out of their seats. Suddenly "there was an awful silence as all four engines quit." The crew tried everything they could to restart the engines, they switched fuel tanks, turned fuel off and on, tried the supercharger blowers, but the



In flight with an escort of two Curtiss P-40s



The aircraft after its eventful landing at Evan's Head



Taxiing on a dirt runway "somewhere in Australia"

The story of a Lancaster

engines would not restart and the Lancaster continued to descend through the storm. At 2,000 feet (620 m) they broke out of the cloud and could see the ocean raging below them. To everyone's intense relief one by one the engines restarted. All radios and navigational aids were still out and Isaacson decided to try for Palmyra Island "and after what seemed like hours Bill sent a note up to the captain to fly 140° true." 9 hours and 45 minutes after setting out from Hawaii they landed on Palmyra Island airfield "to a great breakfast of ham, eggs and coffee."

After repairs to the radio had been carried out and holes in the wings and fuselage patched Queenie carried on to Canton Island where they night stopped before flying on to Fiji. On the 4th June they started on the last leg of the trip, to Amberley, Queensland, the one which would bring them home. 200 miles off the Australian coast they picked up an Australian Broadcasting Commission radio station, the first they had heard for two years, "and, like schoolboys at a picnic, we sang all the way home." They were impressed by the reception they received; a large crowd, steak and egg for breakfast and free phone calls to their families. The next stop was Mascot, New South Wales where they were met by a huge crowd including Lord Gowrie, the Governor General. This crowd was typical of the reception the aircraft crew received throughout their tours of the country. They had a few days leave then they were off, on 11th June, to New Zealand to carry out a War Loan Tour. They visited Wellington, Mount Cook, Dunedin, Invercargill, and other towns; the list just went on as people everywhere wanted to see the Lancaster. At the end of the five-day tour they had raised over £5 million.

On the 15th August Queenie flew to Adelaide and then on to Kalgoorlie and Perth with John Curtin, Australia's Prime Minister, and his backup team of ten assistants on board. In flight Curtin took the

opportunity to broadcast a radio message to all Australians. From Perth flights were made to various parts of the State giving demonstrations to civilian and service personnel. Not only was the flying schedule hectic, the crew had problems with "the incredible hospitality" everywhere. Following their return to the eastern half of Australia their next tour took them to Tasmania, New South Wales and Victoria. Various VIP's were given flights and on 22nd October Queenie became the only Lancaster to fly beneath the Sydney Harbour Bridge. Four days later disaster struck at Evans Head, the home of No. 1 Bombing and Gunnery School. Isaacson was

instructed to use the short runway as the main one reputedly could not take the Lancaster's 60,000 pounds (27,216kg) landing weight. However it proved too short for the Lancaster which was still moving fast as it approached the end of the runway. Isaacson swung the aircraft to port and finished up in a swamp. The port wing, the undercarriage and parts of the lower fuselage were badly damaged and partially buried in the mud but no one was injured. Several days later, much to the crew's disgust a Boeing B-29, which weighed 100,000 lbs (45,360kg) successfully landed on the main runway!

Repair work was begun immediately

with the removal of the damaged parts. Despite the presence of snakes, and flooding so heavy that it was necessary to take a boat to get to the aircraft on occasions, work went on but it was not until March 1944 that replacement parts arrived from Canada. There was some opposition from the dock workers at Sydney as the spares were consigned to Brisbane but this was sorted out and the ten cases of spares were extracted from the ship's hold before it sailed on to Queensland. By the end of March 1944 a road had been built out to the Lancaster and on the 2nd April the engines were started up and the aircraft taxied over to the hard stand in front of the hangars. It



A nice view of Queenie's nose markings

had been, as Don Delaney said "a tremendous tribute to my team of Oz technicians, God bless them." Two days later Queenie was air tested and found to be serviceable. Feathering tests were carried out, flying on two engines, and high speed dives were carried out over the airfield so that those who had worked for so long on the repairs could see the results of their work. On the 6th the crew, very thankfully saying farewell to Evan's Head, departed for Queensland and another, much delayed, loan tour. It had been intended that a second Lancaster, W4783, the well know 'G for George', would arrive in Australia in time to be used in the Second Victory Loan Tour but this did not arrive until the 8th November, 1944 and Queenie took over all the flying on this one as well. Western Australia, South Australia, Victoria and New South Wales were revisited and a new incentive to buy the loan bonds was introduced. Purchasers of over £10 of bonds were given the opportunity to inspect the aircraft and for a £100 purchase the buyer was given a flight in the Lancaster. The tour raised a quarter of a million pounds. More than 2300 Australians, aged from 5 to 85 years old, enjoyed the privilege of a flight. Queenie's next task was a crew trainer for aircrew allocated to fly locally produced Avro Lincolns. Operated under the control of No. 1 Operational Training Unit fifty two RAAF and Qantas pilots, plus navigators, radio operators and ground engineers completed the course and by the 18th May,



The crew of Queenie VI, obviously happy to be in Australia

1945, when the last of the courses finished, 257 hours 45 minutes had been flown and 512 landings made.

By now Queenie was a tired aircraft having exceeded its expected operational lifespan several times over and on the 8th August, 1945 it was transferred to No. 7

Operational Training Unit at Tocumwal.

When the engines were shut down the aircraft had completed 765 landings. It spent most of 1946 in storage at No. 7 Aircraft Depot and in October of the same year it was allocated as an instructional airframe but this was not proceeded with. In June 1948 the engines and useful equipment were removed from the aircraft, and it was towed to East Sale and used as a target by the Armaments School. On June 7, 1948 it

was authorised for conversion to components and taken to the smelter at Wagga Wagga.

'Ashes to ashes, dust to dust, if the test pilots don't get you the smelter must.'

Jim Grant

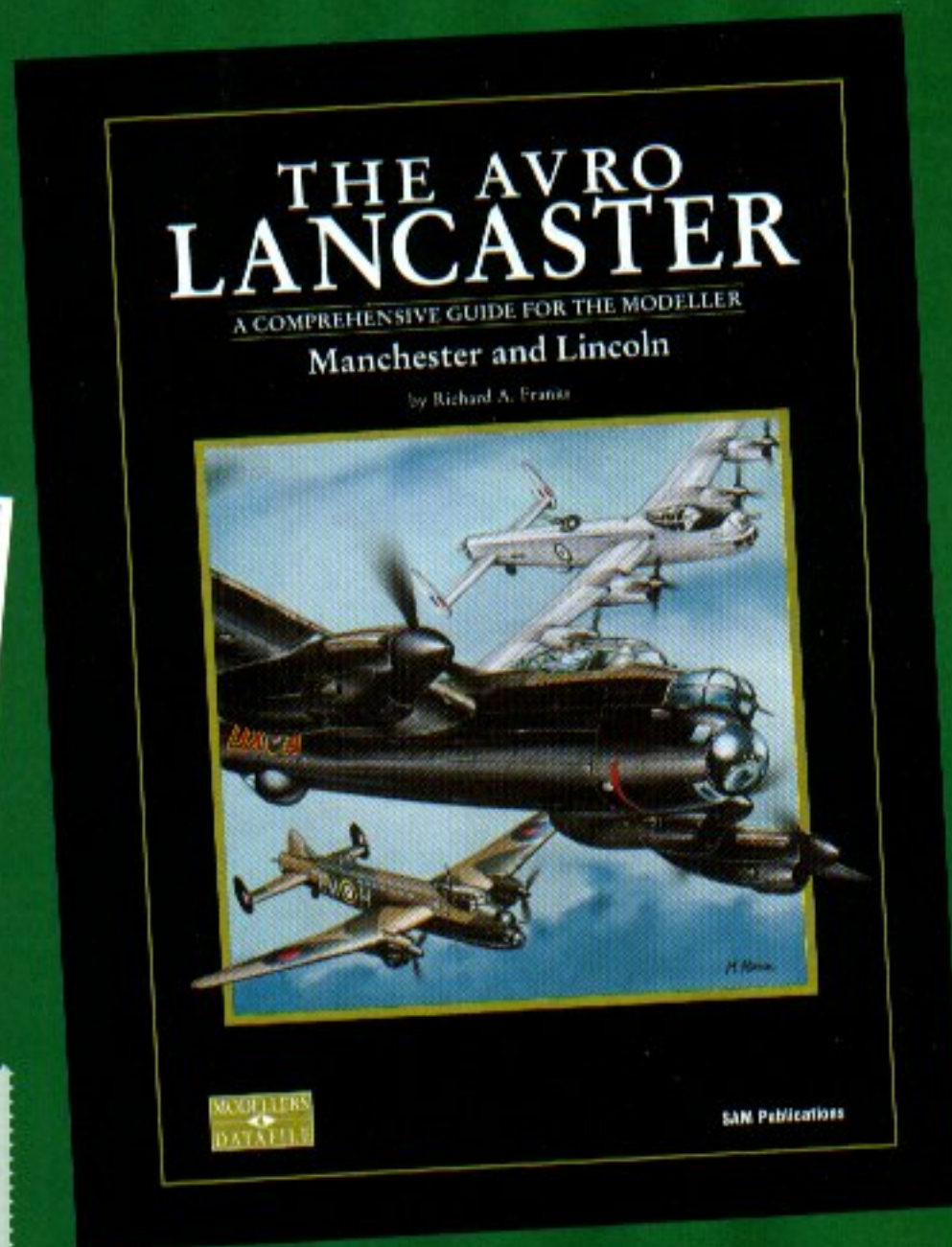
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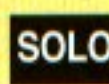
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Curtiss P-40N Warhawk

by Mike Hyrons



Technical Data

Scale:	1/48th
Price:	£11.99
Kit No:	8798
Type:	Injection Moulded Plastic
Parts:	Plastic 52, Clear 4
Decal Option:	2
Manufacturer:	AMT/ERTL
UK Distributor:	Amerang Ltd

The Kit

AMT/Ertl supplies this kit in a slightly larger than standard A4 type box with a reasonable painting of a Curtiss P-40N Warhawk on the lid. This 1/48th scale model kit enables you to build the final production version of the Warhawk.

The kit is made up from approximately fifty-two light grey injection moulded parts and four clear plastic parts. The product is completed with a comprehensive instruction sheet but, unfortunately, a poor decal sheet.

The kit features an option for open or closed cockpit canopy, under-wing stores include 500lb general-purpose bombs and on the underside fuselage centre line is a 75 gallon fuel drop tank.

All the components are contained on five sprue frames, four for the plastic and the other for the clear. All parts are sealed in a plastic bag. The kit in general has excellent moulded surface detail with very fine, crisply engraved, panel lines.

The interior fuselage cockpit sides and

wheel wells have very good raised detail. Flash was evident on the instrument panel. The only imperfection on my model's surface was a sink mark on the carburettor intake fairing on the fuselage nose. The landing flaps are moulded in the closed position whilst, on the other hand, the cowl flaps are moulded in the open position. The cockpit canopies have fine raised panel lines but on the starboard side of the cockpit windscreen the panel line was not moulded into the screen. I telephoned Ertl in the UK

who sent a replacement, but unfortunately, the replacement was the same. Although no pilot figure is included with this kit, a seat belt harness is moulded into his seat.

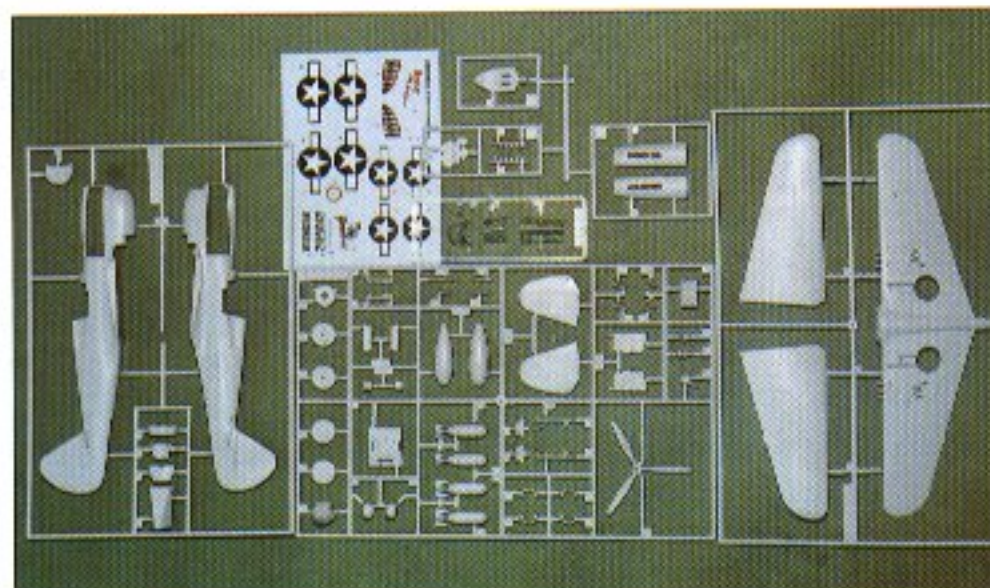
Instructions

The instructions consist of a large folded sheet in English that opens out to reveal nine exploded-view assembly sections (some assembly sections are sub-divided) plus one for painting and decal placement.

The instructions give the modeller advice



The box artwork



The contents of the kit

on painting schemes and suggest that you 'test fit' and check for excess 'flash' before assembling the kit. Also included is a list of recommended tools, building tips for the advanced modeller and details on the structure of the five digit identification numbers for Federal Standard (FS) colours. Federal Standard Numbers/US Specification References (#) and colour descriptions are included but no recommendation for model paint manufacturers equivalents; albeit the instructions state the use of paints and cement which are specifically formulated for styrene. FS/Reference (#) numbers for the basic camouflage colours are Dark Olive Drab #41 (FS 34087), Neutral Grey #43 (FS 36270), Medium Green FS 34092, Tan FS 33448 and Blue FS 35550. Detailed painting instructions are called for throughout construction.

The instructions prove inadequate on painting details for the navigation and formation lamps moulded on the kit's wings and tailplane. No sprue maps or parts list is included.

Modification

For this particular project I decided to 'drop' the aircraft's flaps and used etched brass items from the Reheat range of accessories. Assembly started by removing the rear cockpit glazing support panels and the kit's closed flaps.

To accommodate the etched brass flap cavities the wheel well boxes were trimmed and the fuselage wing roots modified by removing a section the width of the replacement flap cavity.

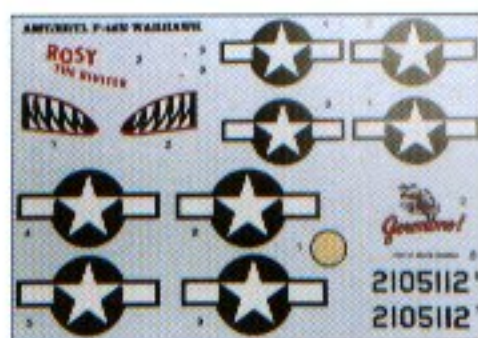
Do not attempt to cut through the plastic with a single cut but instead, using a new blade, make several light cuts along the recessed lines until the parts that are to be removed become free. Care should be taken to protect those areas of the kit that will remain. The knife blade, where



Removing the kit's flaps and modifying the wheel well boxes to accommodate the etched replacements

possible, should be drawn in a direction away from the remaining area. If in doubt, protect the surrounding area with commercial masking tape.

Whilst reworking this area it was noticed that there was a gap between the wheel well box and the lower wing assembly. To overcome this problem and achieve an effective repair, a strip of plasticard was glued, using superglue, to the fuselage wing root and then filed to the correct shape thus



The kit has excellent moulded surface detail with very fine engraved panel lines

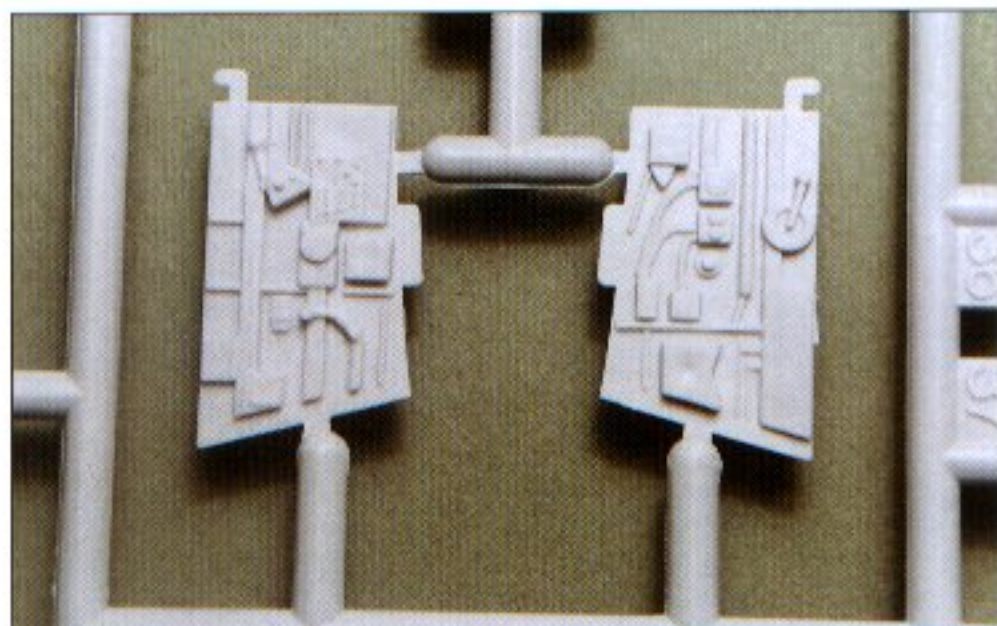
closing the gap.

Dry fitting of the fuselage, wing and flap cavity assemblies revealed that the overall fit of the major components was good.

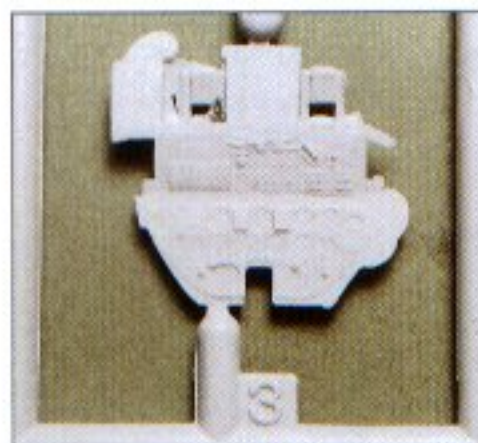
The etched brass flap cavities were superglued to the upper wings and then held in place with bulldog paper clamps until set. At this stage the appropriate holes should be opened to accommodate the under wing stores. Once set the upper and lower wing assemblies were cemented together.

Undercarriage

The main landing gear covers, inner doors (C11 and C15) and the bomb sway braces (C45 and C46) were now fitted to the completed wing assembly. The fit of the inner doors was poor and required plastic wedges to bridge the gaps between the covers and the moulded doors on the lower wings. Commercial masking tape was stuck



The interior fuselage cockpit sides have very good raised detail



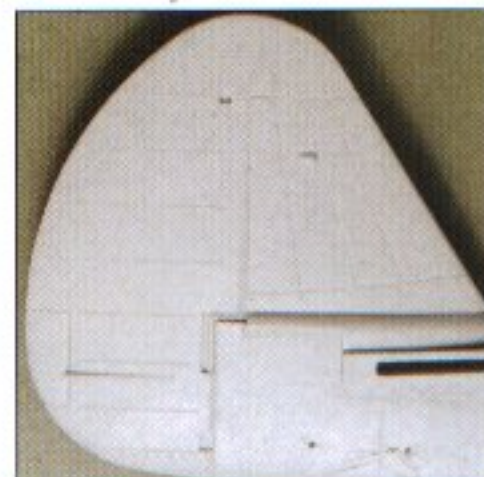
The good and the bad. The instrument panel has raised detail, including very good dial instruments and inside dial detail. The flash on the instrument panel around the rudder pedals was bad

lower wing landing gear covers and doors. The solid hub wheels and unweighted tyres offered by the kit were replaced with True Details eight-spoked lightened wheels with weighted tyres. The replacement wheels were painted Neutral Grey. Once dry, the wheel hub centres were masked with a template made from a compass cutter and using Tamiya's tape. The tyres were then painted Tyre Black (AeroMaster). When dry, earth coloured paint was air brushed onto the tyre tread pattern in several thin layers to enhance the overall look of the wheels. Fuse wire was used to replicate the hydraulic brake pipe. One end of the pipe was painted matt black to represent the flexible hose.

Cockpit

The cockpit comes complete with sides and floor, instrument panel with raised detail, including dial instruments and inside dial detail, seat, rudder pedals and control column.

The cockpit sides have side consoles, switches, throttle quadrant and a crank handle for opening and closing the sliding portion of the cockpit canopy. Assembly started by air brushing the cockpit interiors with Curtiss Interior Green. I used Airfix's M26 Bronze Green, and once dry, a wash of thinned paint (interior green, spot of black and thinners) was brushed into and around all the corners, frames, control boxes, switches, etc. to give depth. As soon as this was dry, the whole area was then dry brushed using the original base colour (Matt 26). The moment this was dry a second application was used on the raised detail. This time a slightly lighter mix of



The kit has excellent moulded surface detail with very fine engraved panel lines

interior green was applied. Finally, the interior switches, boxes, throttle quadrant, levers, etc. can be painted matt black or an appropriate colour. Rather than attempt to remove the flash on the instrument panel around the rudder pedals I decided to remove them and replace them with etched brass items.

The instrument panel was painted matt black then the bezels of the instruments and clock faces were painted satin black. Dry



Removal of the kit's flaps and rear glazing support panels completed



The fuselage wing roots were modified to accept the new flap cavities and to close the gap between the wheel well boxes and the lower wing assemblies



Dry fitting of the fuselage, wing and flap cavity assemblies revealed that the overall fit of the components was good



The fit of the inner doors was poor and required plastic wedges to bridge the gaps between the covers and the moulded doors on the lower wings



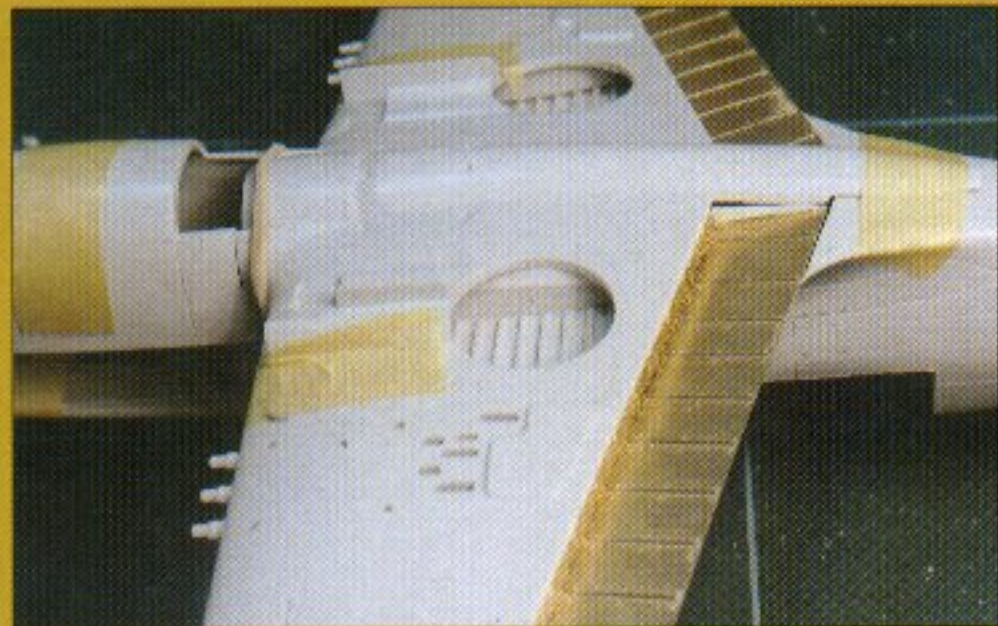
The completed and painted instrument panel



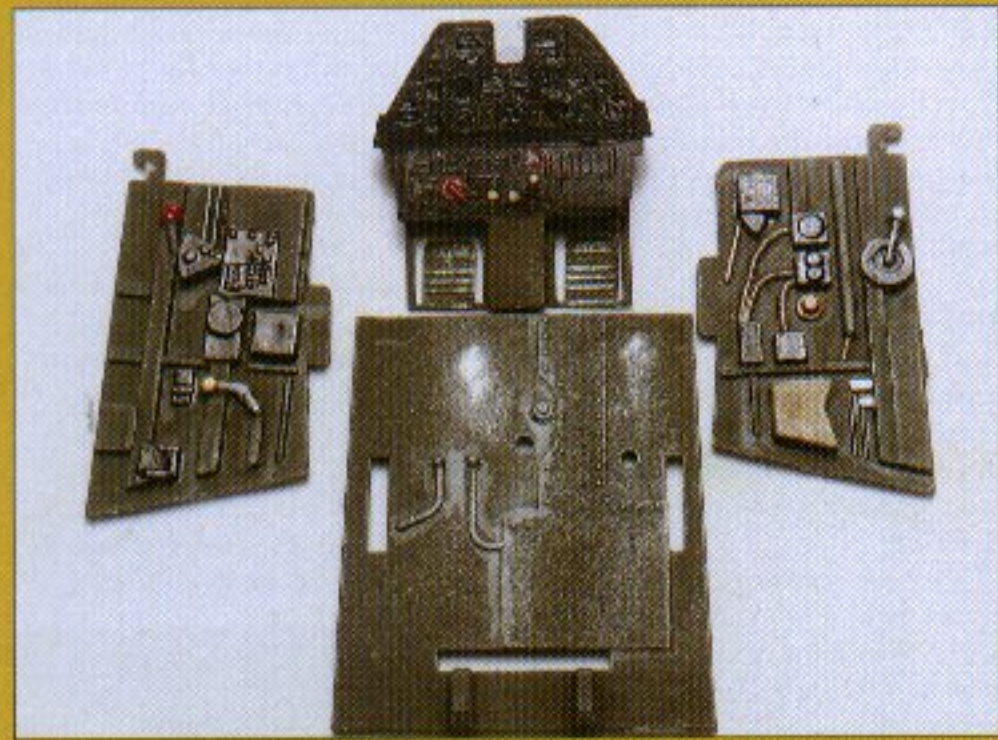
Resin replacements from True Details



Tape was stuck to the lower wings around the landing gear covers and inner doors to protect the panel lines and surrounding details when filler was applied and filed



The white plastic card can be seen closing the gap and why the modification was necessary to accept the replacement flap cavities. Triangular fillets were made to close off the flap cavity ends



The cockpit interior painted and weathered

brushing was used to highlight the raised detail on the panel, and white enamel used on all the dial faces, etc. To imitate glass I added a drop of gloss varnish to each face.

Fuselage, Wings and Tail

The wing and tailplane assemblies were now fitted to the fuselage. The carburettor intake fairing on the fuselage nose had a small sink mark and was subsequently filled with Humbrol filler, then rubbed smooth to the contours of the fairing. I opted for an open cockpit canopy but found the sliding hood to be slightly undersized. To increase the size of the hood, pieces of plasticard were superglued to the runners on the hood. To prevent the fumes from the superglue 'frosting' the clear plastic, it will be necessary to completely mask the hood inside and out. On test fitting the modified hood, it was noticed that the hood would require pressing and gluing into position once painted. The landing light (E1) recess on the port wing was fitted with an ultra bright chrome foil disc using Bare-Metal Foil and Waldrons Precision Punch and Die set. This gave the lamp a chrome reflector and a realistic appearance. The pitot tube (C16) tip was removed and replaced with a length of Microlance tube 0.6 mm in diameter. The bombs, once cemented together, revealed unsightly holes at the rear inside the bomb fins. The holes were drilled and plugged with spent 75 mm Panther projectiles from Tamiya's range of

accessories (35173)

The antenna mast (C17) was replaced with an etched brass item. To create a realistic look on the model aircraft the exhaust manifold stacks and the wing-mounted machine guns were drilled using a fine drill. The holes were then painted matt black, and then the surrounding area was dry brushed using a mix of a light greyish coloured paint. The exhaust manifolds were fitted to the engine cowl once painted, and then the cowl were carefully fitted to the completed model.

Preparing to Paint

Once complete, the joints around the model were rubbed using fine wet and dry rubbing paper (1200 and 1500) and then spot primed to check for imperfections. The model was then washed and the recessed panel lines cleaned out using a fine nylon toothbrush. Then all the excess water and any remaining oil or grime was removed with a sterile alcohol surface wipe. To enhance the recessed panel lines and rivets etc. a wash of gloss black paint (Humbrol 21), thinned with cellulose thinners was run into each line, rivet and indentation. Once dry any excess or over-spilled paint was removed by rubbing the whole aircraft with fine nylon wool. The aircraft was finally prepared by rubbing lightly the whole surface with 1500 grade 'wet and dry'.

Painting

The kit can be constructed only as one version but offers two marking choices.

•1. P40N-5 Warhawk, 'Rosy the Riveter', serial number unknown of the 49th Fighter Group, 7th Fighter Squadron.

•2. P40N-5 Warhawk, serial number 42-105 112 'Geronimo' of the 15th Fighter Group, 45th Fighter Squadron, flown by Lt. Bruce Campbell.

The instructions list FS/Reference (#) numbers for the camouflage colours, Option 1 is Dark Olive Drab #41, upper surface and Neutral Grey #43 lower surface while option 2 is Tan FS 33448 upper surface and Blue FS 35550 lower surface.

I chose the second option using Tamiya

Color Acrylic Paint, Dark Yellow XF-60 (FS 33448) and Light Blue XF-23 (FS 35414). Although the Light Blue is not an exact match I used it as a suitable alternative.

The upper and lower surfaces were airbrushed freehand once the cockpit, wheel wells and flaps were masked. This ensured soft demarcation lines between the colours. Incidentally I changed the colour of the flaps from green to yellow to give a better appearance to the finished model.

Humbrol Gloss Cote, thinned with cellulose thinners, was sprayed onto the overall surface before the decals were applied, and a coat of Humbrol Matt Cote airbrushed after the decals were fully dry.



To enhance the recessed panel lines and rivets etc. a wash of gloss black paint thinned with cellulose thinners was run into each line, rivet and indentation. The cockpit framing was masked and painted Olive Drab before applying the Dark Yellow



The sliding portion of the cockpit canopy was too thick and undersized to sit properly in the open position.



To increase the size of the hood, pieces of plasticard were superglued to the canopy runners.



To create a realistic look on the model aircraft the exhaust manifold stacks were drilled using a fine drill. I changed the colour of the flaps from green to yellow to give a better appearance to the finished model.



The undercarriage also was fitted with a resin weighted wheel and tyre, and also a hydraulic brake pipe made from fuse wire. Weathering was subtly applied with earth coloured paint.



Nearing completion, the aircraft awaits the fitting of the pilot's seat.



The effect created by pre-painting the panel lines. This was achieved by airbrushing the camouflage colours in several thin layers. This method ensures that the black lines were toned down, making them a little less obvious. On test fitting the modified hood, it was noticed that the hood would require pressing and gluing into position once painted.



Weathering, ammunition staining, soiling streaks from the undercarriage units and oil streaks from the engine were applied to the under surface of the aircraft.

The navigation lights on the wing tips were painted Humbrol Clear Red (1321) and Tamiya Clear Blue (X-23), port and starboard respectively. The formation lamps on the tailplane were painted gloss white.

Weathering, ammunition staining, soiling streaks from the undercarriage units and oil streaks from the engine were applied to the under surface of the aircraft, and on the upper surface exhaust staining and ammunition staining.

Decals

The content and detail of the decal sheet is very basic. I cut out the decals that were required for my chosen aircraft and put

the others aside. The decals were applied to the model's gloss surface using Microset and sol solutions. Microset will improve the adhesion of the decal to the model and Microsol will soften the decal and make it conform to the shape of the model and allow the decal to adhere fully around, and into, panel lines and rivet detail. There was no adverse reaction by the decals to the solutions. The decals are slightly thicker than normal, have good colour density, are not transparent and carried little carrier film around the images. Once dry, they were of a semi-gloss finish.

Decal Rating = 7/10.



Photos of the completed model

Accuracy

Jane's Encyclopedia of Aviation lists the Curtiss P-40N Warhawk with a wingspan of 11.38m (37ft 3 1/2in) and a length of 10.16m (33ft 3 1/2in). On the other hand, going by the dimensions stated on the box lid, the aircraft has a wingspan of 37ft 3 1/2in and a length of 33ft 4in. The model measures (approximately) 240 mm wingspan and length 210 mm. This scales out to wingspan 11.52m (37ft 9in) and length 10.08m (33ft 1 1/2in). I would consider the dimensions of this kit to be reasonably accurate thus making a convincing scale replica that looks the part!

Conclusion

With the exception of the front cockpit canopy, the poor fit of the undercarriage doors and the sink mark on the carburettor intake fairing, the overall quality of this kit was very good. These problem areas were easily rectified with some remedial work.

Being a few pounds cheaper when compared to other kits of this scale and physical size this kit offers good value for money. I bought this kit at an airshow for £6.00, so shop around!

Recommendations

This kit is not complicated to construct and assembly of the major components was straightforward. I would therefore recommend it to most levels of skill. The novice or beginner may require some guidance and help. The manufacturer recommends a skill level of 'two' for this kit but fails to give a scale chart for comparison.

A careful study of the instructions and a little corrective work will ensure a good scale replica of this aircraft. Remember, time and patience make all the difference between a standard model and a great looking one.

Mike Hyrons



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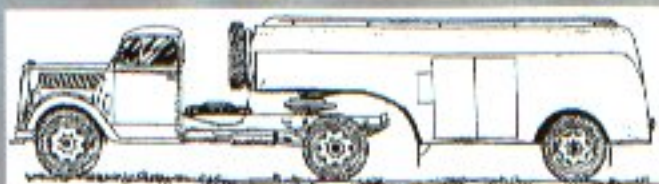
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Part 3. Adapting the aircraft to suit the scenario

How the aircraft model fits into the scenario is paramount in making an effective scene. I remember years ago, some Monogram 1/48th-scale kits used to have booklets that showed how to make dioramas of the aircraft in the kit. These were, if my memory serves me right, the B-24, B-17, Devastator, Mitchell and Black Widow. The precise manner in which this fit is achieved is almost unlimited, but generally fall into the following categories: maintenance, crash, readiness, and abandonment.

Each of these involves different considerations:

1. For maintenance, the aircraft would have various access panels open and maybe personnel present and maintenance carts/

in a few factors not present with the other types of scene. If an aircraft is abandoned, it may be cannibalised, or in the case of those aircraft left in a desert graveyard, tyres would gradually go flat, the aircraft skin would become loose, fabric would sag and become 'holed' and even graffiti would be possible. A scene of this type is most effective when it produces a neglected atmosphere.

So, once the scene is set in one's mind with regard to the condition of the aircraft and its environment, it is then time to start the modelling, and the next part of this series will describe some methods that can be used in making dioramas. See you next time!

by Nicholas J. Wigman



Note how the wheels of this Bf 109 sink into the snow

machinery. The ground surface could be any of the following: runway (tarmac or PSP plating) grass, sand, flight deck, snow, or mud.

2. For a crash scenario, the aircraft would best be depicted showing visible signs of damage. Again any ground surface could be used, including water. However on land, a trail may be left behind the aircraft and possibly debris. Some personnel may be present inspecting the crash, and these could be friends or foes. Regarding the aforementioned Monogram booklets, I remember the one for the B-17G, which was a Fortress which suffered flak damage and a collapsed landing gear which skewed off the runway and was being inspected by the crew....most impressive!

3. A readiness scene would be depicted with a fully armed aircraft which is 'ready to go' into action. An example would be aircrew running for their Spits after hearing the bell to 'scramble'. An armed to the teeth F-15 in its hardened aircraft shelter with the aircrew sitting in it would be good too. Again, the options open to the modeller are huge.

4. Finally, an abandonment scene brings



This Fw 190 has a flat tyre



A towbar attached to a Me 262



Two German aircrew discuss the day's flying next to two Albatros (D.III & D.V)

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4837 Jaguar Bulged Wheels £3.30
4838 Jaguar Vinten Recoil Pod £4.40
4839 Mosquito 303 and 20mm open Gun Bays (Airfix) £8.99
4840 Mosquito Flaps (Airfix) £4.40
4841 Mosquito Mk.IV Conversion Sea-Tee (Airfix) £3.30
4842 Mosquito Two Stage Merlin (Airfix) £7.99
4843 Mosquito 'Universal' Radome £3.99
4844 Mosquito 'Thimble' Radome (Hasegawa) £2.99
4845 Me-110C/G Open Gun Bay £5.50
4846 Fw-190S/38 Two Seat Conversion (Dragon) £6.75
4847 Ju-88 Führungsmaschine (Dragon) £21.99
4848 PB-1W Conversion (B-17G) £13.99
4849 YB-40 Gunship Conversion (B-17F) £14.99
4850 B-17 BTO Mickey Radome £3.30
4851 B-17E Conversion £13.99
4852 B-17 Crew Access Doors £3.50
4853 S-3 Viking Bulged Wheels £3.30
4854 2 x Buccaneer MK.6 Seats £4.75
4855 8 x RAF 80lb Rockets £4.40
4856 2 x 270 Lb Fw-190 Overwing Tanks £4.75
4857 Avro Lincoln Conversion £49.99
4858 B-60A/D Conversion (Monogram B-29) £65.99
4859 SB-29 Conversion (Monogram B-29) £17.99
4860 KB-29P Conversion (Monogram B-29) £17.99
4861 B-29 Hamilton Standard Props £9.99
4862 Boeing B-29 Flaps £26.99
4863 Dorner Do-335B2 Zerstörer conversion £12.99
4864 Dorner Do-335B4 with Heinkel wing tips plus
canopy, undercarriage etc £13.99
4865 Dorner Do-335B6 Nightfighter conversion £13.99
4866 Mosquito prototype conversion £14.99
4867 Mosquito Narrow Blade Props and Spinners £3.99
4868 Mosquito Bomber Nose Conversion (Airfix) £6.50
4869 Mosquito NF XV Conversion (Airfix) £16.99
4870 Sea Mosquito TR33 Conversion (Airfix) £7.99
4871 Mosquito P.R. Canopy £2.20
4872 Mosquito Bulged Bomb Bay £3.75
4873 Mosquito Bulged Camera Bay £3.99
4874 Mosquito 'Twin Highball' Conversion (Airfix) £10.99
4875 Mosquito 50 Gal. Tanks £2.25
4876 Mosquito 100 Gal. Tanks £2.50
4877 F-105 Thunderchief Flaps and Slats £5.25
4878 F-105 Thunderchief Open Gun Bay £3.60
4879 F-105 Thunderchief Open Gun Bay £14.99
4880 F-105 Thunderchief Open Gun Bay £14.99
4881 F-105 Thunderchief Open Gun Bay £14.99
4882 Buccaneer Flaps £2.75
4883 Buccaneer Bulged Wheels £3.30
4884 Mikoyan Mig-21 Recoil Pod Type 'D' £5.75
4885 Mikoyan Mig-21 Recoil Pod Type 'F' £5.75
4886 F-4 Phantom Flaps £2.99
4887 RF-4B/C/E Conversion Early Profile
(Hasegawa F-4B/C/E) £12.25
4888 RF-4B/C/E Conversion Late Profile
(Hasegawa F-4B/C/E) £12.25
4889 Israeli RF-4E 'Peace Jack' Nose (Hasegawa F-4E) £5.25
4890 CV-10A Bronco Update (Testors) £22.99
4891 CV-100 Bronco Conversion (Testors) £25.99
4892 RAF 100 Group Lancaster/Stirling Halifax £5.50
4893 RAF 100 Group B-17G and B-24MJ Conversion £9.75
4894 A-6 Intruder/EA-6B Prowler Laps, Slats and Wing Tips
Air-Brakes (Monogram/Revell) £14.30
4895 RAF Jaguar T.2 Conversion (Airfix) £18.99
4896 A-26 Invader Six Gun Nose £4.70
4897 A-26 Invader Eight Gun Nose £4.70
4898 A-26 Invader Open Gun Bay (Eight Gun Nose) £7.70
4899 A-26 Invader 'Pathfinder' Nose £4.40
4900 A-26 Invader Flaps £6.70
4901 A-26A Counter Invader Conversion £19.99
4902 A-26 Invader Lower Turret £3.30
4903 B-17 Flaps £9.99
4904 B-17 Open Bomb Bay £14.99
4905 B-17G Cheyenne Tail Turret (Monogram) £3.60
4906 B-17H/B-17G Conversion (Monogram) £21.99
4907 S-3 Viking Fl

Canada's Air Force at War & Peace Volume 1

by Larry Milberry

Price: \$60.00 (plus postage)

ISBN: 0-921022-11-5

Publisher: Canav Books

Format: 23cmx31cm, 296 page, hardback with separate colour dustjacket

This is the latest title from this Canadian publisher and, well what can we say! This is a book that truly deserves the 'must have' title, as it is just full of fantastic photos from WWI right through to the end of WWII. The first chapter deals with WWI and the text

covers each element of the air force, from fighters through to heavy bombers. An excellent selection of B&W period photos illustrate this chapter and they include things like an HP. 0/100 with a spotted pattern fabric under the wings! You also get a page of photos of German aircraft that the Canadian forces encountered as well as sections dealing with ground and aircrew training.

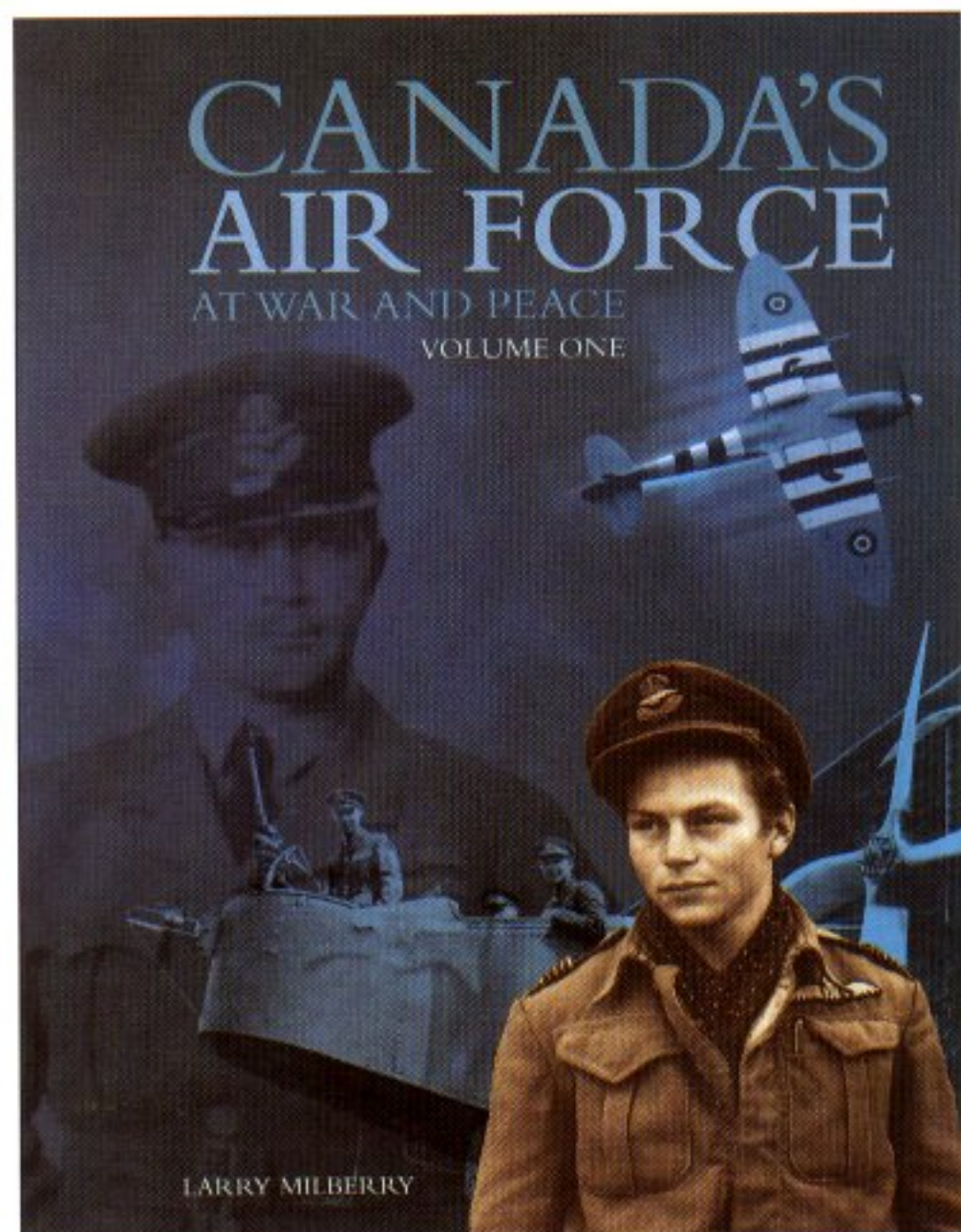
The second chapter deals with the inter-war period. Here you get a lot about the expansion in the RCAF in this period, and this means there are lots of good shots of flying boats, seaplanes, ski-equipped aircraft and trainers. Aerial photography and fire fighting is also covered in this section and by the end of it wartime machines are beginning to be covered (e.g. Hurricane). The third chapter is, not surprisingly, the largest, as it deals with WWII. Here you get lots on the BCATP (British Commonwealth Air Training Plan) as well as lots of clear photos of Ansons, Hurricanes, Bolingbrokes, Hampdens,

Book of the Month

Harvards and Tiger Moths. Coastal patrol and transport operations are also covered as well as a look at the aircraft production facilities in Canada. This latter section offers a wealth of photos of various machines during assembly which are extremely useful to modellers. The final chapter deals with day fighter operations by RCAF squadrons and in this section you get lots of clear photos of frontline Spitfires, Hurricanes, Mustangs and Typhoons. Throughout this book you will find album selections from certain individuals, and as a result the vast majority of these images have never been seen before.

As I have already said, this is a 'must have' title if you have any interest in Allied operations during WWII, but it is also one that all RCAF and Canadian aviation fans will want to add to their collection. Roll on Volume 2!

Our thanks to Canav Books for the review sample.



South African Colour & Markings - Vol 1 Number 1

by P. Van Schalkwyk & W. Marshall

Price: R115.00 (plus P&P)

ISBN: 0-620-25922-1

Publisher: Colours & Markings Publications

Format: A4, 36 page, laminated card cover

This is the first of a new series of books dealing with South African camouflage and markings. This first edition covers the Hawker Hurricane in WWII, the Mirage F1AZ in SAAF service and the Ratel Infantry Combat Vehicle. Each chapter is full of archive B&W photos plus modern colour side profiles.

The aircraft subjects are nicely detailed, with even a bibliography at the end of each to offer further reference material. Currently this title is only available directly from the publisher, but is well worth considering if you have an interest in SAAF operations.

Our thanks to Colour and Markings Publications for the review sample.



MiG-21bis 'Fishbed L/N' - 'In Detail' ('Pod Lupa')

by Przemyslaw Skulski

Price: ETBA

ISBN: 83-86153-73-3

Publisher: Ace Publications

Format: A4, 32 page, laminated card cover

For all of you familiar with this series, the style and contents of this latest edition will come as no surprise.

For those not familiar with it, basically you get historical text (in Polish) coupled with masses of period B&W photos. There are also a great number of scale plans and colour profiles included. Just the centre four pages are in colour, the rest is B&W. A short English summary is included at the back of the title as well as a list of kits, accessories and decals that have been produced of the MiG-21bis. This is another excellent title from Ace and its appeal is only limited by the foreign language text.

Apart from that, it is one that can be



recommended to all MiG-21 fans.

Our thanks to Ace Publication for the review sample.

Junkers Ju 87 in Italian Air Force service

by Maurizio Di Terlizzi

Price: £30,000

ISBN: 88-88815-58-1

Publisher: Istituto Bibliografico Napoleone (IBN)
Format: 20cmx28cm, 64 page, laminated card cover

Many will recall our previous reviews of this Italian publisher's work, and the latest title from them is all about the Junkers Ju 87 Stuka in Regia Aeronautica service. The text and photo captions are in both Italian and English. The text is limited to an introduction and then the title takes a detailed look at all the Ju 87 variants operated by the Regia Aeronautica, with comprehensive captions below each photo. These B&W photos have been reproduced nice and large, so they offer a lot of

information to the modeller.

There are some colour profiles in the centre of the title, and this is followed by the section that deals with modelling the type. Here the Hasegawa 1/48th scale is prominent, with the R-2 and D-3 versions being built with the Aires detail sets added to each. This is followed by a section looking at camouflage and markings, while the remainder of the title includes detail photos and manual illustrations, plus a list of kits, decals and accessories.

Although we are unsure if this title will be readily available in the UK, it is one that can be highly recommended to all Italian Air Force fans.

Our thanks to IBN for the review sample.



Luftwaffe Colours Pt. 4 - 'Attack in the West - May 1940'

by Eric Mombeek with J. Richard Smith & Eddie J. Creek

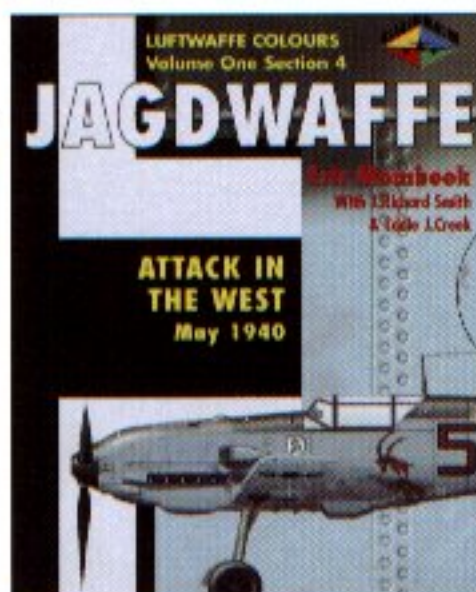
Price: £15.00 (each post free or £25 for the pair)
Publisher: Don Mintern

Format: 14cmx21cm, 316 page, laminated card cover (each)

This is the fourth, and final part, of the Jagdwaaffe colour guides from Classic. This title is in a similar format to the previous ones and covers the May 1940 period. The majority of the subjects covered are Bf 109s from D through the E series, and all bar one of the colour profiles (which is of a Bf 108) are of Bf 109s. The narrative text is mixed with an

excellent selection of period B&W photos coupled with the colour side profiles I have already mentioned. If you are a Luftwaffe fan, or have been collecting the rest of the series, this final part is certainly one you will want to have in your collection.

Our thanks to Classic Publications for the review sample.



Ju 88 Kampfgeschwader on the Western Front

by John Weal

Price: £11.99

ISBN: 1-84176-020-X

Publisher: Osprey Publishing

Format: 18cmx25cm, 96 page, laminated card cover

This is the seventeenth title in their very popular 'Combat Aircraft' series. The narrative text has been split into three chapters and

these deal with time periods from 1939-1940, through 1940-1943 to 1944-1945.

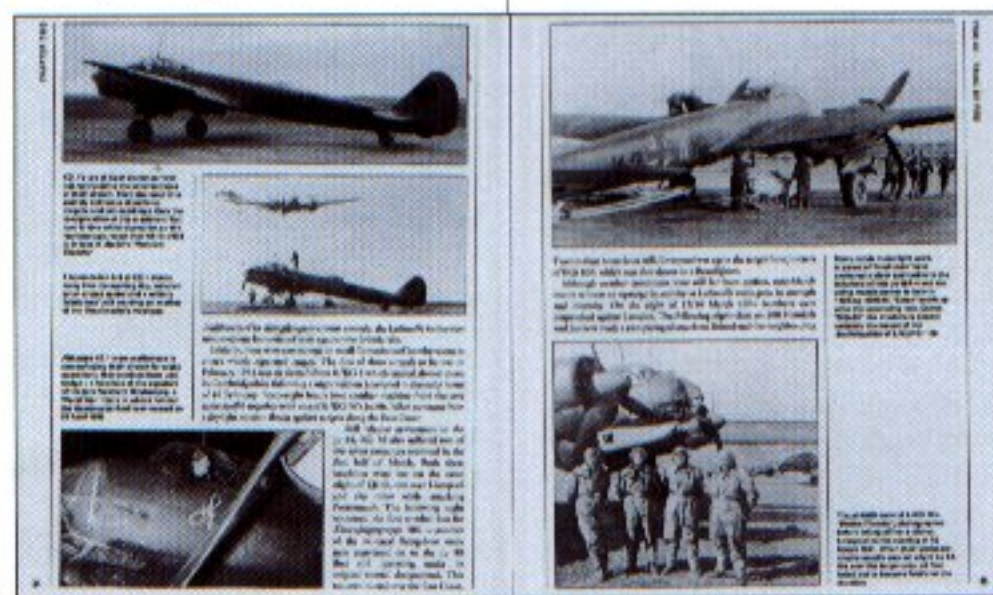
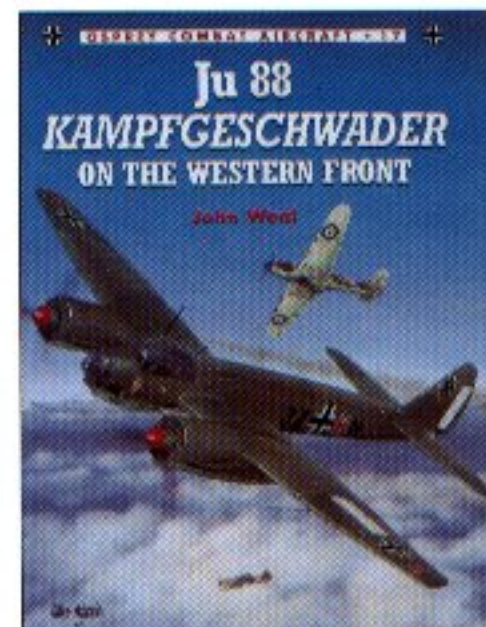
The first chapter deals with the initial stages in the Ju 88's life, when it was seen by many as a 'Wunderbomber'. Operational experience in the 1940 to 1943 period is covered next, and this is when some of the shortcomings in the design became apparent.

The final chapter looks at the desperate final years of the war, as the tide turned against Germany. Each chapter is well illustrated with

a good selection of B&W photos, and in the centre pages there is a set of thirty colour side profiles of Ju 88s and Ju 188s.

I can't believe this series is already up to the seventeenth release! Well, if you have the rest of the series you will want this one, but if you are just a Luftwaffe fan I would recommend you give this one serious consideration.

Our thanks to Osprey Publishing for the review sample.



Squadron Signal Publications

The latest 'Walk Around' title has just been released and it deals with the Focke Wulf Fw 190A/F. Written by Malcolm Laing and E. Brown Ryle, this 21cmx28cm title offers 80 pages and a laminated card cover. Inside you get a 50/50 split of colour and B&W photos in and around preserved Fw 190A to F series airframes.



As with all titles in this series it is a must if you are interested in the subject matter, so all Luftwaffe modellers will want to add this to their collection.

Mushroom Model Magazine Special

This is the second title in this series, and it has reverted to a laminated card cover. It deals with the Messerschmitt Bf 109G series and has been written by Robert Peczkowski. The 17cmx24cm format title offers 80 pages of which approximately 50% are in colour, while the rest are B&W. The text is limited to pointing out changes between each variant and this is all illustrated with colour photos from preserved examples coupled with period B&W

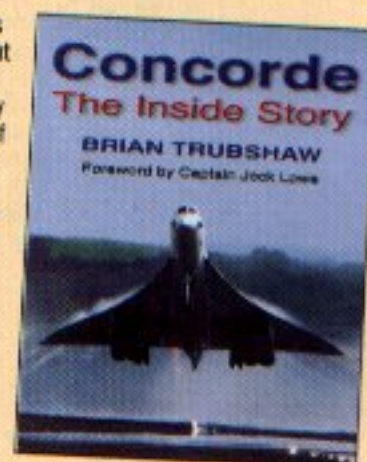
photos and manual illustrations. This is certainly a title to interest all Luftwaffe modellers and it costs £10.50 including P&P in the UK directly from the publisher.



Sutton Publishing

The latest title from Sutton is entitled Concorde - The Inside Story and it is written by Brian Trubshaw. This 20cmx27cm title offers 176 pages and a hardback cover with separate colour dustjacket. Because this title has been written by the man who undertook most of the test flying, the 'inside story' title is actually applicable. The narrative text covers every aspect of the design and development programme for Concorde and this is all illustrated with a mix of colour and B&W photographs. A lot of the photos are detailed, but as most models of the type are in such small scale, there is little chance of incorporating them into a model.

That said this is an excellent title, which tells the story behind one of the most graceful airliners ever built.



News

Periscopio Publications

This Greek publisher is better known for their modelling magazine, but they have released a couple of special books and their latest one deals with the AH-64A in Hellenic Army service. This title is in an A4 format with 66 pages and a laminated card cover. Inside you get some 20 pages of Greek text that covers the operational deployment of the AH-64A, but the rest of the title is made up of a huge selection of close-up colour photos of the airframe. The aircrew are not forgotten either, as there is a section dealing with crew clothing as well. This is ideal for all helicopter fans and as all the photo captions are in English as well as Greek, there is still a lot to be gleaned from this title.



Isradecal Publications

The latest title from this publisher is the second in the 'Aircraft of the Israeli Air Force' series and it deals with the G.D. F-16A/B Netz. Written by Raanan Weiss and Yoav Efrati this A4 format title offers 50 pages and a laminated card cover. Inside are a wealth of colour and B&W photos of F-16s in IAF service and this is coupled with

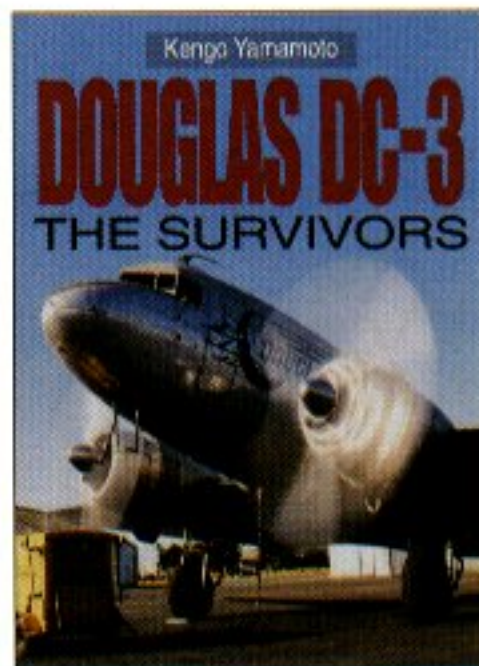
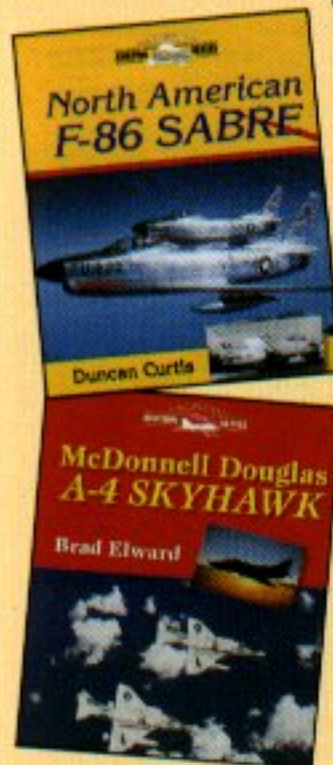
comprehensive captions and text, all of which are in English. There are also a great number of excellent colour side profiles and the final section lists available kits and decals as well as giving FS references for all the colours applied to IAF F-16s.



The Crowood Press

The latest two titles in this publisher's 'Aviation Series' are on the N.A. F-86 Sabre and the McDonnell Douglas A-4 Skyhawk.

Each book is in a 21cmx28cm format with 200 pages and a hard back cover with separate colour dustjacket. All of the main text is well illustrated with B&W photos and there is an eight-page section in the middle that offers some colour photos. Each of these titles is £29.95 in the UK.



Douglas DC-3 - The Survivors

by Kengo Yamamoto

Price: £18.95
ISBN: 1-84037-152-8
Publisher: Airline Publishing
Format: 23cmx27cm, 128 page, laminated card cover

Basically what you have here is a 'coffee table' title, in so far as it consists of a mass of high quality colour photographs of the world's surviving DC-3.

The contents have been split into sub-sections and these start with a look at the DC-3 family and then move on to

preserved airliners, military machines, cargo aircraft, DC-3s used for special operations, pleasure flight aircraft and, finally, those permanently grounded for display in museums.

Although the obvious generic approach to this title may make it seem of little use to the modeller, the sheer number of beautiful clear colour photos, many of which show airframes in various stages of dis-assembly, make it one any DC-3 fan should really have.

Our thanks to Airline for the review sample.

American Spitfire Camouflage & Markings Pt.2

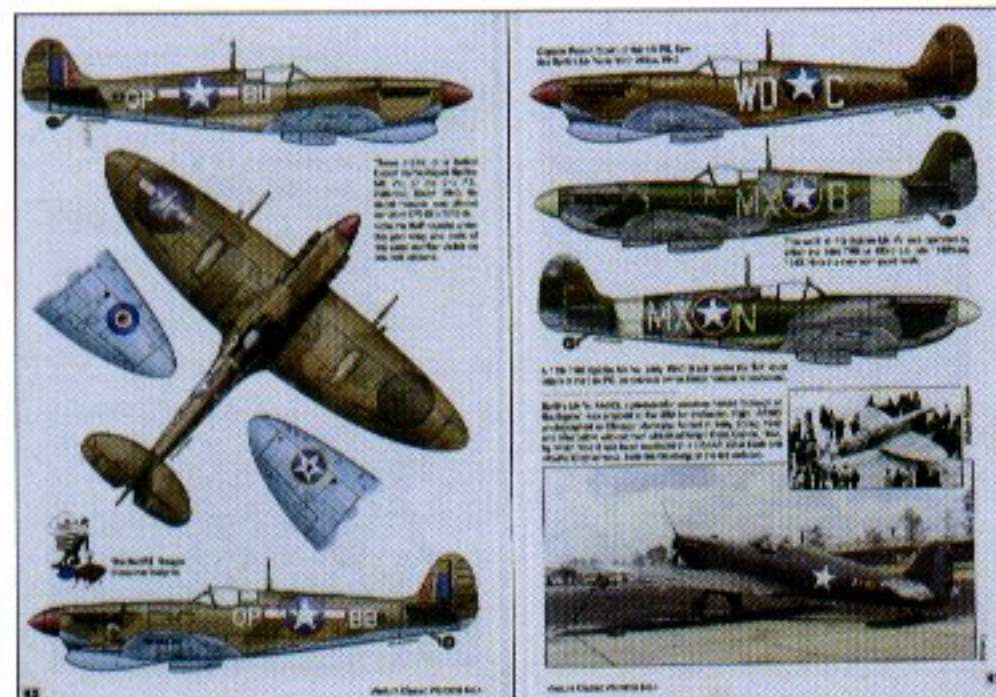
by P. Ludwig & M. Laird

Price: £TBA
ISBN: 0-9583594-4-X
Publisher: Ventura Publications
Format: 17.5cmx24.5cm, 72 page, laminated card cover



This is the second part of Ventura's coverage of the Spitfire in USAAF service, and its format will be familiar to all of you with the first installment.

The content is split into sections and



these deal with the 4th Fighter Group, the 52nd Fighter Group (in North Africa, Sicily, Corsica and Italy), the United States Navy's evaluation of the Seafire, the 67th Reconnaissance Group and the 7th Photographic Reconnaissance Group.

Each section is heavily illustrated with period B&W photos coupled with colour side profiles drawn by Malcolm Laird. You must realise that many of the aircraft featured, including the PR

machines, feature nose art and I am sure that these will stimulate a few decal sheets!

This title is ideal for all Spitfire fans, as well as those of you interested in WWII camouflage and markings in general, and is of course a 'must' for those of you with the first part.

Our thanks to Ventura Publications for the review sample.

357th Fighter Group

by James Roeder

Price: £TBA
ISBN: 0-89747-380-9
Publisher: Squadron Signal Publications
Format: 21cmx28cm, 64 page, laminated card cover

This is the latest special from Squadron, and it deals with the aircraft and pilots of the 357th FG. Inside you get a detailed look at some specific aircraft flown by the group as well as a look at some of the pilots. Each section is illustrated with period B&W photos of the

men and machines. There are also eight pages of colour side profiles of various P-51s. Special little sections towards the back of this title deal with the AN/APS-13 tail warning radar and another takes an overall look at the camouflage and markings applied to the 357th FG machines.

A good title from Squadron and one that can be recommended to all USAAF fans.

Our thanks to Squadron-Signal Publications for the review sample.



The History of No. 73 Squadron - Part 1 (1917 to November 1940) & Part 2 (November 1940 to September 1943)

by Don Minterne

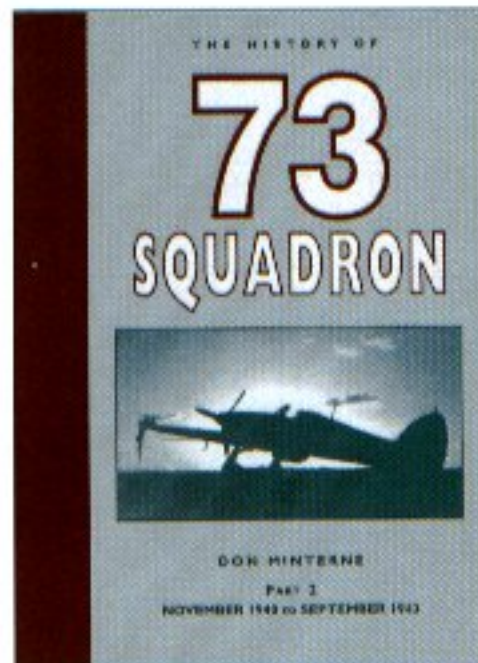
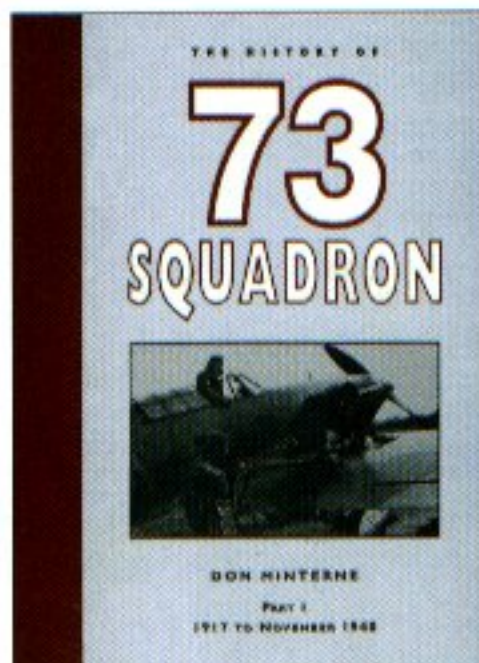
Price: £15.00 (each post free or £25 for the pair)
ISBN:
Publisher: Don Minterne
Format: 14cmx21cm, 316 page, laminated card cover (each)

Anyone with an interest in the history of No. 73 Squadron should invest in these two volumes on the subject that Don Minterne has produced. Each offers a wealth of operational accounts coupled with unpublished photos.

The coverage is total and has been compiled from official records. You literally have day-by-day accounts of operations in the early part of WWII, as well as the introduction to the squadrons operations in WWI that starts volume 1. All of the text is illustrated with unpublished B&W photos and newspaper cuttings of the day. Of course much is said of No 73's famous ace: namely 'Cobber' Cain.

These two titles are invaluable to modellers, as they offer lots of personal accounts of operations in the early stages of WWII, coupled with good photographs. I

suspect that some of the aircraft shown will stimulate a few decal manufacturers as well! Our thanks to Don Minterne for the review samples.



20 years service of the Alpha Jet with the Belgian Air Force

by Marc Arys

Price: ETBA
ISBN: 90-805332-3-8
Publisher: Marc Arys
Format: 17cmx24cm, 116 page, laminated card cover

This is an interesting little title on the Alpha Jet in Belgian Air Force service. The text is all in English and it covers all aspects of the types service.

The coverage is comprehensive with details of squadron allocations, camouflage and markings, servicing schedules etc.

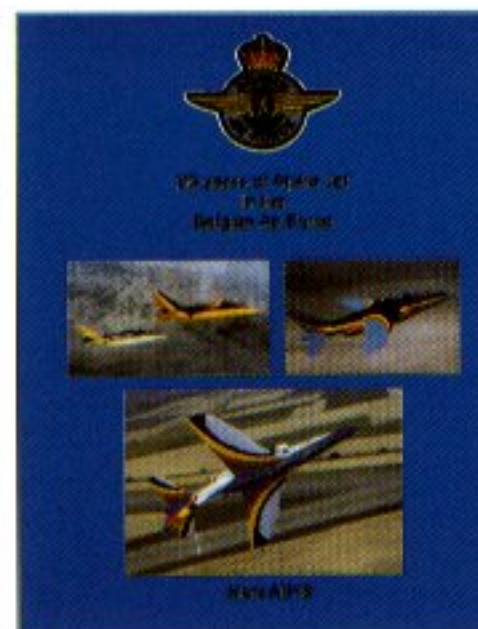
All of this is well illustrated with colour

photographs. The main section of the title offers a 'walk around' series of detail photos of an airframe.

These are backed-up with diagrams of the cockpit interior and detail shots of the ejection seat and weapons fit.

This is an excellent title for the modeller and is highly recommended to all. Currently the author is looking for worldwide distributors of this title, so if anyone reading this is interested they should contact him directly at m.arys@skynet.be.

My thanks to Marc Arys for the review sample.



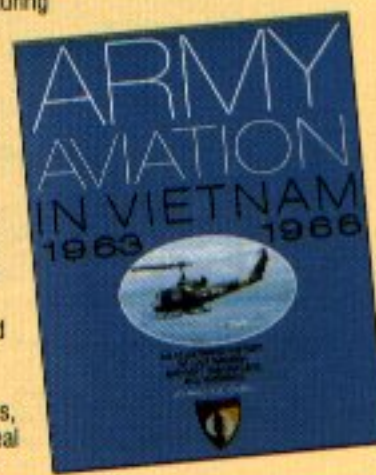
News

Ian Baker
Many enjoy Ian's work in our magazine, so you will be delighted to hear that he has released two new titles in his Aviation History Colouring Book series. The first (No.41) deals with Imperial Japanese aircraft wartime colours, and this includes thirteen colour chips plus seven pages dedicated to IJAAF and IJNAF bombs and torpedoes. The other (No.42) deals with Imperial Japanese aircraft designations, wartime markings and other details. UK Modellers can obtain copies of these booklets from Ian Allan Bookshop, Motorbooks and Mushroom Monthly Publications, while American modellers can get them via M&M Models or Aviation-Usk.



The Huey Company Inc.

The second part of this publisher's work on Army Aviation in Vietnam is now available. This latest edition covers the 1963 to 1966 period and it is written by Ralph B. Young. The 21cmx28cm title offers 164 pages and a laminated card cover. Inside are accounts of operations by all the Army aviation units, mixed with colour and B&W photos, plus unit badges and notes on camouflage and markings. For the aviation enthusiast it offers a wealth of information on operations during this period, while for the modeller it shows so many machines, as well as detail shots of airframes being serviced and flight crew, equipment and uniforms, that it is a real must for all.



Hawker Tempest

by M. Ovcacik & K. Susa

Price: ETBA
ISBN: 80-902559-2-2
Publisher: 4+ Publication
Format: A4, 36 page, laminated card cover

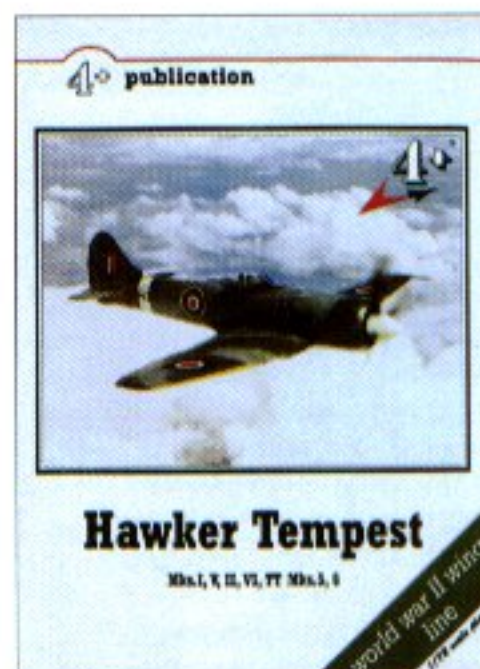
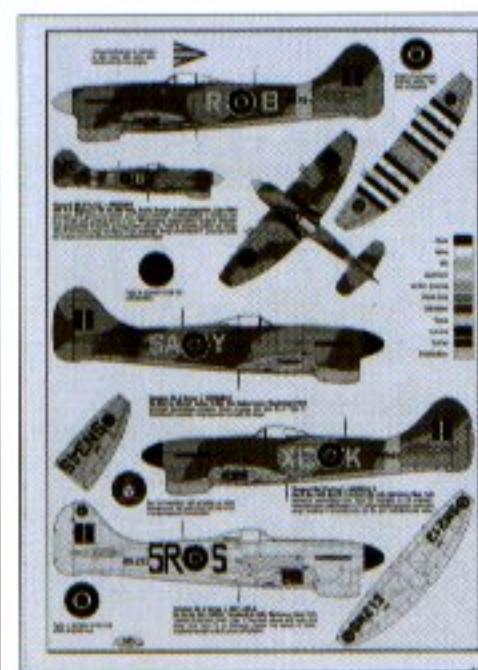
This is the latest title in their 'WWII Wings' series. Basically what you have is a very brief (three page) history of the types covered, followed by a mass of period B&W photos of the Tempest in service.

This is then followed by detail photos in and around preserved examples around the world. Sets of 1/72nd scale plans are also included and although marking side profiles are included, these are only

offered in B&W.

This is an excellent concise title for all Tempest and RAF aircraft fans. It simply offers the sort of detail stuff we all crave!

Our thanks to 4+ Publications for the review sample.



Douglas DC-6/7

by Harry Gann

Price: £11.95

ISBN: 1-58007-017-5

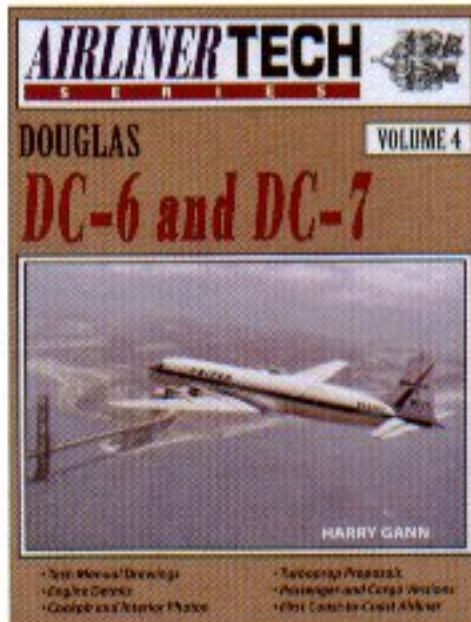
Publisher: Airlife Publishing

Format: 21cmx28cm, 100 page, laminated card cover

This is the fourth title in the AirlineTech series from Airlife.

As with the previous one, this one offers chapters dealing with specific elements in the two types' histories. The first chapter deals with the previous Douglas transports, then moves on to the design of the DC-6, followed by a chapter looking at all variants of this type.

The DC-7 coverage starts at chapter 4 with a look at the design and development of the type, the colour photo pages come next, and then there is a chapter dealing with DC-7 variants. The final two chapters look at the effect the Constellation had on the DC-6 and 7, plus a look at some one-offs in the form of freighters and pylon racers! As before, the appendices at the rear of this title include specifications,



various bits of trivia and even delivery data and production lists.

Another good title for the airliner modeller, and therefore recommended to all.

Our thanks to Airlife Publishing for the review sample.



Airbus A340

by Scott E. Germain

Price: £11.95

ISBN: 1-58007-002-7

Publisher: Airlife Publishing

Format: 21cmx28cm, 100 page, laminated card cover

This is the third title in the AirlineTech series from Airlife.

Those of you familiar with this series will find the contents of this latest addition in-line with all the previous titles.

Basically you get chapters that deal with the development of the A340 series, followed by one looking at the choice of engines in the series, then a detailed look in and around an A340.

This is followed by four pages of colour photos, then the final chapter, which deals with the further developments (e.g. A340-500/600 and A3XX). The final sections are lists of A340 operators, variants, significant dates and a comparison of the

type's specifications with other airliners.

This is an ideal title for the airline modeller, as it offers a mass of clear B&W detail photos of the type, as well as showing all the various colour schemes applied to it in service.

Our thanks to Airlife Publishing for the review sample.



F-84 Thunderjet Units

by Warren Thompson

Price: £13.99

ISBN: 1-84176-022-6

Publisher: Osprey Publishing

Format: 21cmx24cm, 128 page, laminated card cover

This is the third title in the 'Osprey Frontline Colour' series, if you have any of the previous titles in this series you will know that what you get is a mass of period colour photographs of the subject.

In this case it is the F-84, and with the recent new kits of the type on the market, I am sure USAF fans will be wanting to add this title to their collection.

The narrative is just split down into four chapters that cover from the first days of F-84 operations in Korea right through to the end of the war.

Each section is illustrated with a very good selection of clear colour photos and these range from general shots to close-up

over Korea



shots of engines and cockpit interiors.

Although many of you will appreciate that colour film does not store all that well, and reproduction changes colour hues etc, the title still offers a level of colour information that has not been seen before.

There are other titles with the same sort of shots, but you would be looking at four times the price, so go out and buy this one, as you will not regret it. Our thanks to Osprey Publishing for the review sample.



German and Austrian Aviation of World War One

by Hugh W. Cowin

Price: £9.99

ISBN: 1-84176-069-2

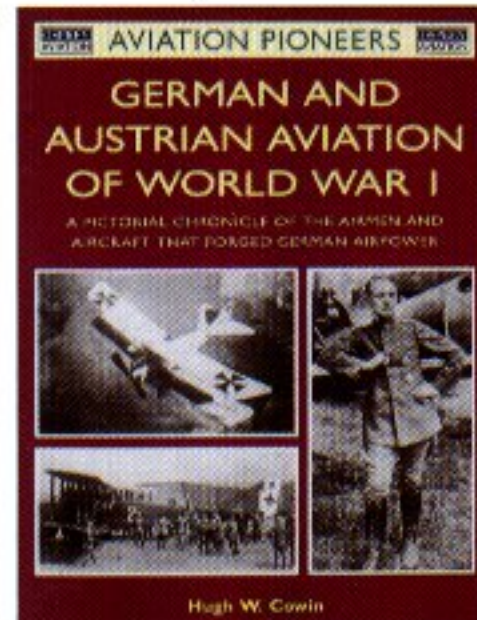
Publisher: Osprey Publishing

Format: 18cmx25cm, 96 page, laminated card cover

This title is the latest in the 'Aviation Pioneers' series. Basically what you get is a combination of technical directory and photo reference, insofar as each chapter deals with a specific role, then takes a detailed look at each aircraft involved within that role. Most of the types covered are shown in a photo and the details that form the captions list such things as powerplant, service ceiling and speed etc.

Just about every type operated by Germany during the First World war is covered in this title, and although the coverage is very brief, this is an ideal one-point reference title for the less knowledgeable modeller wanting to get started on WWI subjects.

Our thanks to Osprey Publishing for the review sample.





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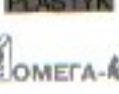
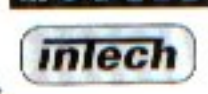
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If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

- **IPMS (UK) WEB** site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby, DE 24 3ET. E-Mail: sue@ipmsuk.globalnet.co.uk
- **AAM/IPMS PORTUGAL**. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.
- **THE ABERDEEN MODELLERS SOCIETY**. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.
- **ABINGDON IPMS**. For information contact Tony Clements on 01235 522893.
- **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **IPMS Avon**. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).
- **AVRO LANCASHIRE IPMS**. Contact Ian D. Southwood on 01706 224 798 from <mailto:ianD@KSouthwood.freemove.co.uk>
- **BIRMINGHAM IPMS**. For more details call 0121 550 0515.
- **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz
- **BANBURY SCALE MODEL CLUB**. Contact Reg Gray on 01295 264875.
- **BARNET IPMS**. Contact Pete Stern (Secretary) on 020 8449 7854.

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- **UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM** meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.
- **IPMS BOLTON** For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.
- **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **IPMS (CANADA) LONDON**. Contact Kerry Traynor on 1-519-453-4818.
- **CHELMSFORD MODEL CLUB**. First meeting to be held on the 31st August 2000 at the Methodist Church Hall, Hall Street, Chelmsford, Essex. For more information contact A.G. Sumridge (Secretary), 50 Victoria Crescent, Chelmsford, Essex. CM1 1QF. Tel: 01245 345204 (evenings) or Email: anthony.sumridge@lineone.net.
- **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND**. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.
- **COVENTRY AND WARWICKS IPMS**. Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.
- **CORNISH SCALE MODELLER'S SOCIETY**. For more details contact Tim Rowley (Secretary), 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Portbearn Rd, Newquay TR7 3JE (Tel: 01637 874545).
- **DERBY CITY MODEL CLUB**. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **IPMS DERBY & DISTRICT**. New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby, DE21 4NY
- **IPMS-Deutschland e.V.** Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.
- **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB**. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **EAST NEUK MODELLING CLUB** For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- **IPMS ESSEX/HARLOW**. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.
- **ESSEX SCALE MODEL SOCIETY** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.
- **"FAMAS" (PRONOUNCED "FAMOUS")** journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP**. Contact Mr B. Pickering 01775 710465.
- **GLASGOW IPMS**. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.
- **GLOUCESTER IPMS**. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.
- **GRANTHAM MODEL CLUB**. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.
- **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41508 or Fax 0030 661 41114.
- **GUERNSEY PLASTIC MODELLERS GROUP**. Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY**. Contact Roger on 020 89976051 for more details.

- **HOBBY DEPOT MODELER CLUB**. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.
- **IPMS HORNCHURCH**. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.
- **ISCA SCALE PLASTIC MODEL CLUB** - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.
- **IPMS KENT**. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.
- **IPMS KINGSTON (CANADA)**. Contact Tony on 389 4878.
- **IPMS PROVINCES OF FRANCE**. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>
- **IPMS SOUTH AFRICA**. For further details contact Colin Burgess on 011 462 3549 or Email albertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmsa.
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 020 8697 6929.
- **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **IPMS TORONTO (CANADA)**. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.
- **IPMS UK Fleet Air Arm Special Interest Group**. For more details contact Steve Hubbard on 0208 514 3840.
- **IPMS YU-VOJVODINA** (Yugoslavia). Contact Nenad Mikusev, Bulevar Veljika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modellart@ptt.yu
- **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.
- **KAIMAI BRANCH IPMS (NZ)**. Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.
- **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.
- **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 308446.
- **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).
- **MILDENHALL PLASTIC MODEL CLUB**. For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB**. Contact Phil Smith on 01908 505988.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP**. For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS**. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
- **NORTH SOMERSET MODELLERS SOCIETY**. For more information ring Fred Tooke on (01934) 416798.
- **NORTH STAFFS MODEL CLUB**. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.
- **NORWICH SCALE MODEL GROUP**. For more information please contact John Turner on 01603 890595.
- **NOTTINGHAM AND DISTRICT IPMS**. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
- **GREATER PETERBOROUGH MODEL CLUB**. For details ring Jim Sylvester on 01733 571728.
- **THE PENNETT MODEL MAKERS SOCIETY**. For more details contact John Boucker on 01384 834437.
- **PLYMOUTH SCALE MODEL ASSOCIATION**. Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V.**, Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winkler@netcologne.de
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 - **SALISBURY IPMS**. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.
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 - **SOUTH LONDON SCALE MODEL CLUB**. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.
 - **ST. EDMUNDSBURY SCALE MODELLERS**. Contact Rod Jones (Secretary) on 01284 - 766104.
 - **STAFFORD IPMS MODEL CLUB**. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadincote, Derbyshire. DE12. Tel: 01283 713602.
 - **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722426.
 - **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
 - **SUSSEX MODEL GROUP**. For information please contact 01403 782638.
 - **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**. For more information contact Robert Day, 'Ashgrove', Diddley Lane, Filongley, Coventry. CV7 8DQ. Tel: 01676 540469.
 - **TAYSIDE MODELLING SOCIETY**. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).
 - **THURROCK SCALE MODEL CLUB**. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.
 - **WALLINGFORD (IPMS)**. For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
 - **WALLINGTON (IPMS)**. Contact Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
 - **WARRINGTON (IPMS)**. For details contact Dave Foxall on 01925 825619.
 - **WATFORD SCALE MODEL CLUB**. For more information call Nigel Foster on 01582 667210.
 - **WEST MIDDLESEX IPMS**. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.
 - **YORK & DISTRICT PLASTIC MODELS SOCIETY**. Contact Chris on 01430 873408 or Joel on 01904 766895.
- Special Interest Groups (SIGs)**
- **WORLD WAR ONE SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>
 - **WINGS 'N' WIRES**. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.
 - **SIGPMA A NEW SIG** for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
 - **YU AVIATION SIG**. Please note that this group's Email address has changed from modellart@ptt.yu to yasig@eunet.yu. The group also has a new postal address: Nenad Mikusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.
 - **YUGOSLAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>.
 - **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **August 26th & 27th.** Red Devils Plastic Modeller Society, 7th International Modelling Exhibition and Competition. For more information contact Ördög Gábor, H-4400 Nyíregyháza, Selyem u.25, Hungary. Email: grafit2@matavnet.hu.
- **September 2nd.** Birmingham Aircraft Enthusiasts Fair, National Motorcycle Museum, Bickenhill, Birmingham. Contact C. McQuaide 01543 250369 or Email speedbird707@aol.com.
- **September 3rd.** Aero Space & Vehicle Club Model Show, The Community Centre, Church Road, Wombourne, Nr. Wolverhampton, West Midlands. Contact J. Van Leerzem, 163 Bellis Lane, Stourbridge, West Midlands. DY8 5DS.
- **September 3rd.** IPMS Bampton Annual Show, The Priory Centre, St Neots, Cambridge (New Venue). Contact Sam Bratby 01487 830689.
- **September 9th.** IPMS Cleveland Model Show, Priory Social Club, Marton Road, Middlesbrough. Contact Mike Burns, 49 Runswick Avenue, Acklam, Middlesbrough, Cleveland TS5 8HY.
- **September 9th & 10th.** IPMS Uruguay, annual show and model contest at Asociacion Paysandú, Eduardo Acevedo 1120, Montevideo, Uruguay. Contact Fernando Diaz, Agustina Contucci 2478, Montevideo, Uruguay. Tel: + + 598 2 508 79 85 or Email: flak@adinet.co.uy.
- **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000. Contact Peter Haywood on (01889) 578074 or Email p_haywood@madasafish.com.
- **September 10th.** Sunderland Scale Model Club, 10th Annual Model Extravaganza at the Nissan Social Club & Sports Centre, Washington, Tyne and Wear, Nr. Sunderland. For more details contact Tom Walton on 0191 5656512 or Dave Dykes on 0191 5487777.
- **September 16th.** 2nd Annual Kalamazoo Air Zoo International Model Contest and Swap Meet. For more information contact Martin Schultz, 6224 Hampton Street, Portage,

MI49024-2528, Tel 616 382 6555, Email martin_schultz@attglobal.net.

- **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Frogmore Community Campus, Yateley, Hants.
- **September 17th.** Wings and Things 2000, Spalding Grammar School, Contact Mr Bill Pickering on 01775 710465.
- **September 17th.** IPMS Fenland & Spalding Model Club Model Show 'Wings and Things 2000', Spalding Grammar School. For more details contact Bill Pickering Tel: 01775 710465.
- **September 23rd.** Kitswap 2000, St Philip's Church Hall, Church Road, Litherland, Liverpool 21. Contact Ted Jackson on 0151 722 6086 for details.
- **September 23rd.** Svasmcon 2000, 16th Annual Contest, PA National Guard Armory, 740 North Hermitage Road, Hermitage, PA. Contact Tim Reher, 4131 Wynnwood Drive, Sharpville, PA 16150, USA. Tel: (724) 962 2679. Email: timreher@infonline.net.
- **September 24th.** Chiltern Scale Model Show at the Mosquito Museum, Salisbury Hall, Herts. Contact Dr R.M. Wallsgrove, 36 Ver Road, Redbourn, Herts. AL3 7PE. Tel: 01582 792126.
- **September 24th.** Bolton Model Bonanza *Note this event has been postponed due to unavailability of the venue*
- **September 24th.** Cape Cod Scale Modelers Association 9th Annual Model Show and Contest Hyannis Elks Lodge, 852 Beanes Way, Hyannis, MA, USA. For information call Ron (508) 394-5513 or e-mail Richard at rreingo@capecod.net
- **September 30th & October 1st.** Le Maquettes Club Des Mauges, 'Mauges Expo 2000'. Contact Le Maquettes Club Des Mauges, Centre Social du Verger, 7, rue du Bois Renier, 49300 Cholet, France.
- **October 1st.** IPMS Wallingford Model Show at Cholsey School. Contact George Clark (01491) 201902 or Steve Lovelock (01235) 817948.
- **October 1st.** Mega-city Model Motor Madness, Scarborough Village Recreation centre, 3600 Kingston Road, Toronto, Ontario, Canada. For more details contact ask@interlog.com (Alex) or rdevans@sympatico.ca (Dave). Tel: (416) 229 2422 (Alex) or (416) 752 8019 (Dave).

- **October 1st.** IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000', The Grandstand, Southwell Racecourse, Southwell, Nottinghamshire. Contact Ian Crawford, 51 Richmond Road, Lincoln LN1 1LH. Tel: 01522 533380 or Email ircrawford@tesco.net.
 - **October 7th.** Glasgow Open Model Show and Competition, Glasgow College of Nautical Studies, Thistle Street, Glasgow. For more details contact Geoff Crow (01560 484578), Billy McCunnie (0141 778 5954) or Jim Thomson (01501 763478).
 - **October 7th.** The 3rd Annual West Florida Model Expo, Washington High School, 600 College Parkway, Pensacola, Florida. For more information Contact Jim Scott Tel: 850 432 8413 (Email JSOTTGTP@aol.com) or John Struk Tel: 850 968 6008 (Email johnmodels@hotmail.com).
 - **October 8th.** The 8th bi-ennial Model Gala, presented by No. 2403 (Aldermaston) Sqn., ATC at The Hurst School, Tadley, Nr Basingstoke, Hants. For more details contact Keith Searle on 01189 812254.
 - **October 8th.** International Model Exhibition, Halton Airfield, Nr Aylesbury/Tring. For more details contact E. Brooks Tel: 01628 475381.
 - **October 9th & 10th.** Maquettexpo 2000 at Hyeres near Toulon (French Riviera). Contact Bertrand Deleest, Email: amv83kit@pacwan.fr.
 - **October 11th.** IPMS Portugal, Portuscala 2000 at Câmara Municipal de Matosinhos. For more details contact IPMS Portugal, Rua de ernesto silvia, 129 4400 V.N. de Gaia, Portugal. Email: lpbarbosa@mail.telepac.pt.
 - **October 21st & 22nd.** IPMS (UK) Modelworld 2000, Telford Exhibition Centre, Telford, Shropshire. For more details contact Nick Allen, Email: nick@ipmsuk.globalnet.co.uk
 - **October 29th.** Leicester Model Show, Aylestone Leisure Centre, Leicester. For more information contact Vic Jansons Tel: 0116 210 7640 (Leics).
 - **November 25th.** IPMS Abingdon Model Show, Preston Road Community Centre, Abingdon. For more information contact Tony Clements Tel: 01235 522893 (Oxon).
- 2001**
- **January 14th.** Bolton Model Bonanza, Ridgmont House, Horwich, Bolton. For more information contact Dave on 01204 695375 or Email ipms.bolton@talk21.com.

Diary

- August 26th & 27th** ■ Red Devils Plastic Modeller Society, Hungary.
 - September 2nd** ■ Birmingham Aircraft Enthusiasts Fair
 - September 3rd** ■ Aero Space & Vehicle Club Show, Wombourne, (Wolverhampton).
 - September 3rd** ■ IPMS Bampton Annual Show
 - **New Venue****
 - September 9th** ■ IPMS Cleveland. September 10th. Sutton Coldfield Model Makers' Society Model Spectacular 2000.
 - September 9th & 10th** ■ IPMS Uruguay, Montevideo.
 - September 10th.** ■ Sutton Coldfield Model Makers' Society Model Spectacular 2000.
 - September 10th** ■ Sunderland Scale Model Club, 10th Annual Model Show.
 - September 16th** ■ 2nd Annual Kalamazoo Air Zoo International Model Contest & Swap Meet (USA).
 - September 17th** ■ Modelfest 2000 Model Show, IPMS Farnborough, Hants.
 - September 17th** ■ Wings and Things, Spalding Grammar School.
 - September 17th** ■ IPMS Fenland & Spalding Model Club Show.
 - September 23rd** ■ Svasmcon 2000, PA National Guard Armory, Hermitage.
 - September 23rd** ■ Svasmcon 2000, Hermitage, PA (USA).
 - September 24th** ■ Chiltern Scale Model Show (Herts).
 - September 24th** ■ Bolton Model Bonanza ***Postponed***
 - September 24th** ■ Cape Cod Scale Modelers Association, Hyannis, MA, USA
 - September 30th & October 1st** ■ 'Mauges Expo 2000' (France).
 - October 1st** ■ IPMS Wallingford Model Show.
 - October 1st** ■ Mega-city Model Motor Madness, Toronto, Canada.
 - October 1st** ■ IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000'.
 - October 7th** ■ Glasgow Open Model Show & Competition.
 - October 7th** ■ West Florida Model Expo 2000 (USA).
 - October 8th** ■ Model Gala, 2403 (Aldermaston) Sqn. ATC.
 - October 8th** ■ International Model Exhibition, Halton Airfield.
 - October 9th & 10th** ■ Maquettexpo 2000 (France).
 - October 11th** ■ IPMS Portugal, Portuscala 2000.
 - October 21st & 22nd** ■ IPMS (UK) Modelworld 2000, Telford.
 - October 29th** ■ Leicester Model Show.
 - November 25th** ■ Abingdon Model Show.
- 2001**
- January 14th** ■ Bolton Model Bonanza
- IPMS (UK) Recorded Events Information Line +44 (0)1332 776 776

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For Sale

- Arba 1/48th scale Bf 110G-2/4 resin conversion (£10), Hobbyscraft FG-1D Corsair & Hi-Tech set (£13), Monogram Luftwaffe CL-13 Sabre (£6), Airfix Mosquito Xtraparts 'Bullnose' and Flaps (£12) and Airfix MIG-17 & Eduard etched set (£10). Contact Graeme Snadden Tel: 01284 760489 or Email raema.Snadden@ukgateway.net.
- Kits for sale: Frog 1/72nd F4U-6 Corsair (£2.00), Heller 1/144th Brewster Orbiter 3 *Plus Pack* (£10.00), Hobbyscraft 1/72nd C-45G/H Expeditor (£7.00), Italeri 1/72nd Ju-52 Minesweeper (£10.00), Fiat BR.20/M (£10.00), Junkers Ju 86D (£10.00), LS 1/72nd Mitsubishi Ki-46II Trainer (£10.00), Ki-67 Peggy (£12.00). All prices inc UK P&P. Contact the Editor via the editorial address or Email [SAMed@compuserve.com].
- Wanted**
- Frog de Havilland D.H.88 Comet Racer 'Black Magic' decal sheet. Contact G.E. Saunders Email: harnhamdrive@hotmail.com.
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- Scale Aircraft Modelling (I don't know the

- issue), or copy of, with Israeli A.F Pt 1 article in it. Will pay a fair price or swap/exchange from my extensive kit collection. Contact Felice de Leo, via Pietro Nenni 69, 97100 Ragusa, Italy.
- Almark decal sheet 48-28 (Gulf War) or any 1/48th Buccaneer nose art decals. Contact Stephen Lynch, Tel: 01733 577275 (Peterborough) Evenings only.
- 1/48th scale Monogram Voodoo, Super Sabre, Delta Dagger, Skyhawk and Crusader kits. Must be mint unmade (kit, not box), your price (within reason). Contact Nick Bright Tel: 01293 409926 (West Sussex).
- Short-Mayd composite aircraft; kits, models, plans, anything. Also electric motor for Dinky Spitfire. Contact John Roberts, 11 Fort Street, Barnstable, Devon. EX32 8BJ.
- Information**
- Any (and all) information on the Atlas Cheetah to improve the HPM kit. Possible exchange for Spanish books etc. Contact Juan Pablo Gil Diaz, Calle Hellin No. 43, 5º B, 02002 Albacete, Spain.
- Any info and photos on the 'Ultravision' B-29 modifications of the late 1940s. All information gratefully received. Contact the Editor at the editorial address or Email SAMed@compuserve.com.

Pen Pals

- Can anyone help me in tracing Igor Stevtlov (previously of 410600 Saratov, Russia). Contact Pete Baston c/o SAM Publications, 4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford. MK41 7PZ. United Kingdom.
- Can anyone who was a member of IPMS JHQ please contact Gary Stevens, 8 Whitmore Road, Shrewsbury, Shropshire. SY1 3BT for a possible reunion display at the IPMS Nationals.
- Members of the Czech PMC would like to co-operate with clubs abroad. We're mainly interested in 1/48th and 1/72nd scale aircraft and can offer information about our activities on disc in a *ppt file. Contact Libor Maly, Cernohoreskahe 741, 288 02 Nymburk, Czech Republic. Email: galler@ceb.cz.

Please Note...

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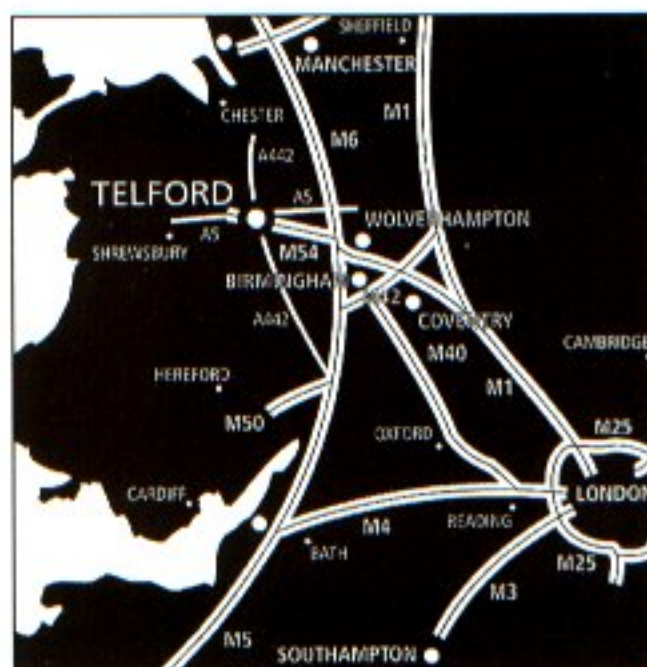
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